

## Appendix D: Facility and Service Objectives

Appendix A includes a detailed analysis of each airport's compliance with the facility and service objectives that were summarized by role depicted as **Exhibit 6-10** in Chapter Six, *Current System Performance*. The following sections discuss the facility and service objectives recommended for each of the four service roles and analyze each airport's compliance.

### **BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES- RECOMMENDED ARC**

Each airport in the FAA's National Plan of Integrated Airport Systems (NPIAS) is encouraged by the FAA to meet all applicable design and development standards. As mentioned in Chapter Five, the most demanding aircraft that operates at the airport on a regular basis with at least 500 takeoffs and landings a year determines each airport's individual design standards and is known as the design or critical aircraft. As established in Chapter Five, the following ARC objectives were established for the four airport roles:

# Vermont Airport System and Policy Plan

- National Service Airports – C-II
- Regional Service Airports – B-II
- Local Service Airports – B-I
- Specialty Service Airports – D-I

**Table D-1** provides information by airport role, on whether or not each airport currently meets its minimum facility standard for the ARC objective. Facilities needed to address current and future shortfalls will be identified in the next chapter of this document.

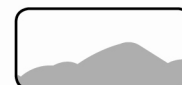
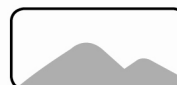
**Table D-1**  
**Performance Measure: Development**  
**Airports Meeting Recommended ARC Objective**

Airport Name	Associated City	Current ARC	Recommended ARC	Does Not Meet
<b>National Service</b>				
Burlington International	Burlington	D-V	C-II	
Edward F. Knapp State	Barre/Montpelier	B-II		X
Rutland State	Rutland	C-II		
<b>Regional Service</b>				
Hartness State	Springfield	B-II	B-II	
Morrisville-Stowe State	Morrisville	B-II		
William H. Morse State	Bennington	B-II		
<b>Local Service</b>				
Caledonia County State	Lyndonville	B-II	B-I	
Franklin County State	Highgate	B-II		
Middlebury State	Middlebury	B-I		
Newport State	Newport	B-II		
<b>Specialty Service</b>				
Basin Harbor	Vergennes	D-I*	D-I	
Fair Haven Municipal	Fair Haven	D-I		
John H. Boylan State	Island Pond	D-I		
Mount Snow	West Dover	D-I*		
Post Mills	Post Mills	D-I*		
Shelburne	Shelburne	D-I*		
Warren-Sugarbush	Warren	D-I*		

Source: Wilbur Smith Associates

\*No ALP completed that states current ARC but airport is known to meet the D-I criteria

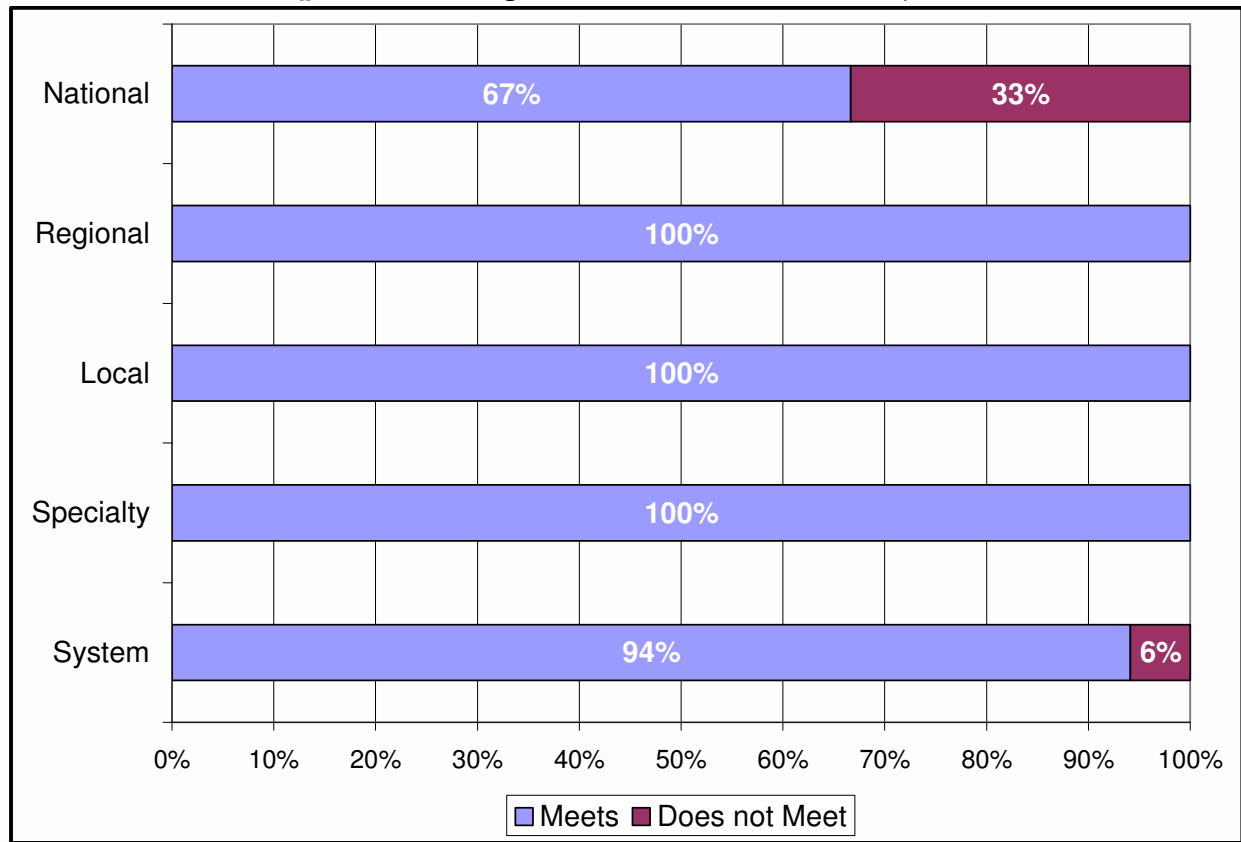
**Exhibit D-1** shows that for the facility standards – ARC objectives benchmark, 67 percent of National, and 100 percent of Regional, Local, and Specialty Service airports currently meet their ARC objective. It is important to note that airports that are not included in the NPIAS are not required to meet FAA standards, however, the



# Vermont Airport System and Policy Plan

FAA standards have been developed to promote the safe and orderly development of all airports and provide a reference point regarding facility development at all airports.

**Exhibit D-1**  
**Performance Measure: Development**  
**Airports Meeting Recommended ARC Objective**

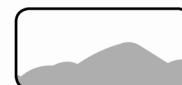
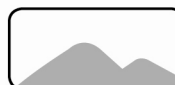


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING RUNWAY LENGTH OBJECTIVES**

Adequate runway facilities, especially runway lengths, are important components of an aviation system. Facility and service objectives were developed for each of the four classification levels based on the types of aircraft anticipated to operate at airports in these classifications in Chapter Five. The established minimum runway length objectives by airport role are as follows:

- National Service Airports – 5,500 feet
- Regional Service Airports – 5,000 feet
- Local Service Airports – 4,000 feet



# Vermont Airport System and Policy Plan

- Specialty Service Airports – Maintain existing length

In this analysis, the ability of the existing system to meet the identified minimum objective for primary runway length was examined using each airport's respective classification or role. An analysis of each airport's ability to meet the primary runway length for is presented in **Table D-2**.

**Table D-2**  
**Performance Measure: Development**  
**Airports Meeting Runway Length Objective**

Airport Name	Associated City	Current Length	Recommended Length	Does Not Meet
National Service				
Burlington International	Burlington	8,320'	5,500'	
Edward F. Knapp State	Barre/Montpelier	5,002'		X
Rutland State	Rutland	5,000'		X
Regional Service				
Hartness State	Springfield	5,498'	5,000'	
Morrisville-Stowe State	Morrisville	3,701'		X
William H. Morse State	Bennington	3,704'		X
Local Service				
Caledonia County State	Lyndonville	3,300'	4,000'	X
Franklin County State	Highgate	3,000'		X
Middlebury State	Middlebury	2,500'		X
Newport State	Newport	4,000'		
Specialty Service				
Basin Harbor	Vergennes	3,000'	Maintain Existing Length	
Fair Haven Municipal	Fair Haven	1,950'		
John H. Boylan State	Island Pond	2,650'		
Mount Snow	West Dover	2,650'		
Post Mills	Post Mills	2,900'		
Shelburne	Shelburne	2,500'		
Warren-Sugarbush	Warren	2,575'		

Source: Wilbur Smith Associates

As shown in **Exhibit D-2**, only 30 percent of the system airports meet the minimum primary runway length objectives for their respective roles. Thirty-three percent of National, 33 percent of Regional, and 25 percent of Local Service airports currently meet their runway length objectives. While Specialty Service airports are only required to maintain their existing runway length, it should be noted that lengths range from 1,950 feet to 3,000 feet.

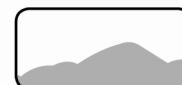
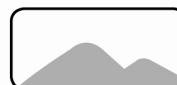
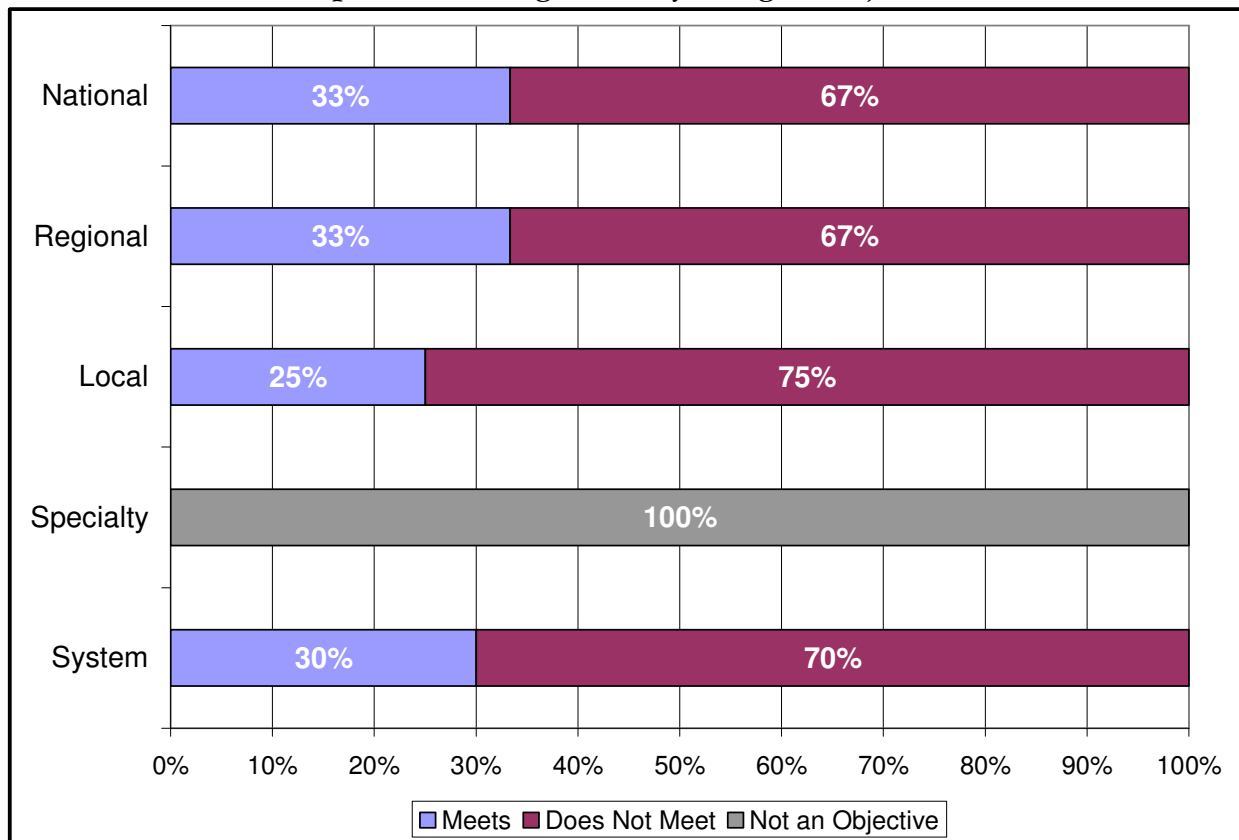


Exhibit D-2  
Performance Measure: Development  
Airports Meeting Runway Length Objective

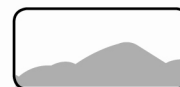
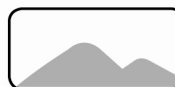


Source: Wilbur Smith Associates

The Vermont Airport System Plan set recommended primary runway lengths as a basis for evaluation. It is important to note that runway length requirements are determined based on factors such as mean maximum daily temperature during the hottest month and the elevation of the airport. The System Plan's recommended primary runway lengths have not addressed the variations in these factors for each individual airport and as such serve as guidelines that require more detailed analysis as part of specific airport planning efforts. Airports that exceed the minimum primary runway length are recommended to maintain the additional length, as determined to be necessary.

## **BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING RUNWAY WIDTH OBJECTIVES**

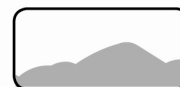
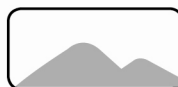
Another important component to the runway system is the width of the primary runway. It is important for runways to have adequate width that meet the minimum facility standards established as part of this study and meet FAA design standards. As



established in Chapter Five, the following runway width objectives were established for the four airport roles:

- National Service Airports – 100 feet
- Regional Service Airports – 75 feet
- Local Service Airports – 75 feet
- Specialty Service Airports – 60 feet for NPIAS airports, maintain existing width for non-NPIAS

**Table D-3** shows the current primary runway width for each airport compared to the width recommended by the system plan. Table D-3 also indicates which airports do not meet this facility objective.



**Table D-3**  
**Performance Measure: Development**  
**Airports Meeting Runway Width Objective**

Airport Name	Associated City	Current Width	Recommended Width	Does Not Meet
National Service				
Burlington International	Burlington	150'	100'	
Edward F. Knapp State	Barre/Montpelier	100'		
Rutland State	Rutland	100'		
Regional Service				
Hartness State	Springfield	100'	75'	
Morrisville-Stowe State	Morrisville	75'		
William H. Morse State	Bennington	75'		
Local Service				
Caledonia County State	Lyndonville	60'	75'	X
Franklin County State	Highgate	60'		X
Middlebury State	Middlebury	50'		X
Newport State	Newport	100'		
Specialty Service				
Basin Harbor	Vergennes	90'	60' for NPIAS, Maintain Existing for Non-NPIAS	
Fair Haven Municipal	Fair Haven	20'		X
John H. Boylan State	Island Pond	120'		
Mount Snow	West Dover	75'		
Post Mills	Post Mills	80'		
Shelburne	Shelburne	60'		
Warren-Sugarbush	Warren	30'		X

Source: Wilbur Smith Associates

As shown in **Exhibit D-3**, 62 percent of the system airports meet the primary runway width objectives for their respective roles. One-hundred percent of National, 100 percent of Regional, and 25 percent of Local Service airports currently meet their runway length objectives. Only one of the three NPIAS airports in the Specialty Service category meets their objective.

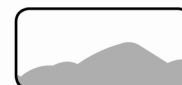
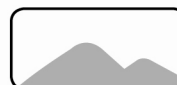
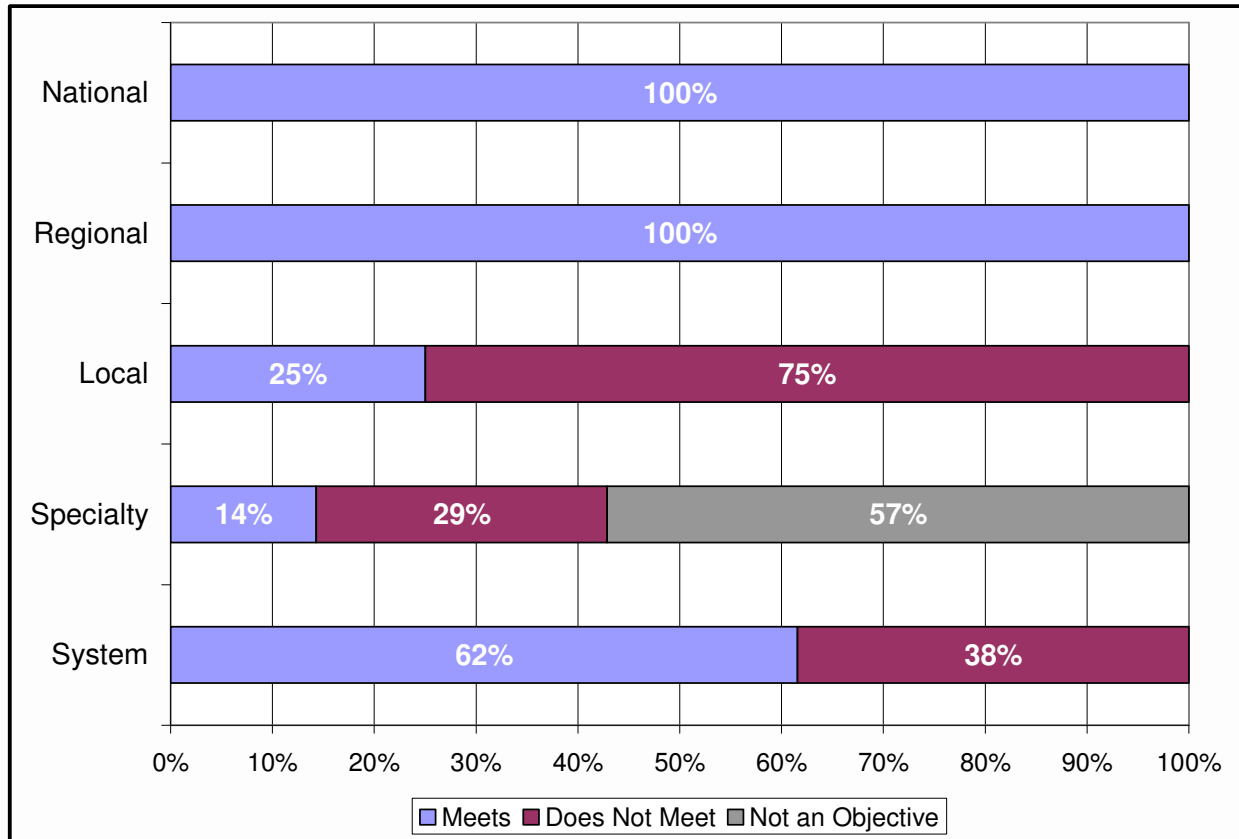


Exhibit D-3  
Performance Measure: Development  
Airports Meeting Runway Width Objective

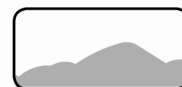
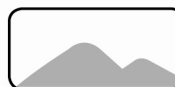


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING RUNWAY STRENGTH OBJECTIVES**

The length and width of a runway is not the only factor that determines or limits which types of aircraft can safely operate at an airport. The strength of a runway must be able to support the weight of aircraft which regularly operate at an airport. The following strengths were recommended for the primary runways at airports in each of the functional roles:

- National Service Airports – 60,000 pounds
- Regional Service Airports – 30,000 pounds
- Local Service Airports – 12,500 pounds
- Specialty Service Airports – Maintain existing strength





# Vermont Airport System and Policy Plan

Table D-4 shows which airports meet their recommended primary runway strength.

**Table D-4**  
**Performance Measure: Development**  
**Airports Meeting Runway Strength Objective**

Airport Name	Associated City	Current Strength	Recommended Strength	Does Not Meet
<b>National Service</b>				
Burlington International	Burlington	335,000 lbs.	60,000 lbs.	
Edward F. Knapp State	Barre/Montpelier	70,000 lbs.		
Rutland State	Rutland	68,000 lbs.		
<b>Regional Service</b>				
Hartness State	Springfield	45,000 lbs.	30,000 lbs.	
Morrisville-Stowe State	Morrisville	25,000 lbs.		X
William H. Morse State	Bennington	12,500 lbs.		X
<b>Local Service</b>				
Caledonia County State	Lyndonville	12,500 lbs.	12,500 lbs.	
Franklin County State	Highgate	12,500 lbs.		
Middlebury State	Middlebury	12,500 lbs.		
Newport State	Newport	44,000 lbs.		
<b>Specialty Service</b>				
Basin Harbor	Vergennes	Turf	Maintain Existing	
Fair Haven Municipal	Fair Haven	---		
John H. Boylan State	Island Pond	Turf		
Mount Snow	West Dover	---		
Post Mills	Post Mills	Turf		
Shelburne	Shelburne	Turf		
Warren-Sugarbush	Warren	8,500 lbs.		

Source: Wilbur Smith Associates

As shown in **Exhibit D-4**, all of the airports in the National and Local Service roles meet the recommended primary runway strength objective. Only one of the three airports in the Regional Service role meets the recommended strength of 30,000 pounds, which results in 80 percent of the airports in the overall system meeting their recommended runway strength.

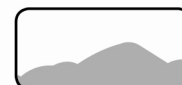
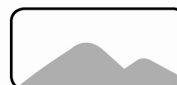
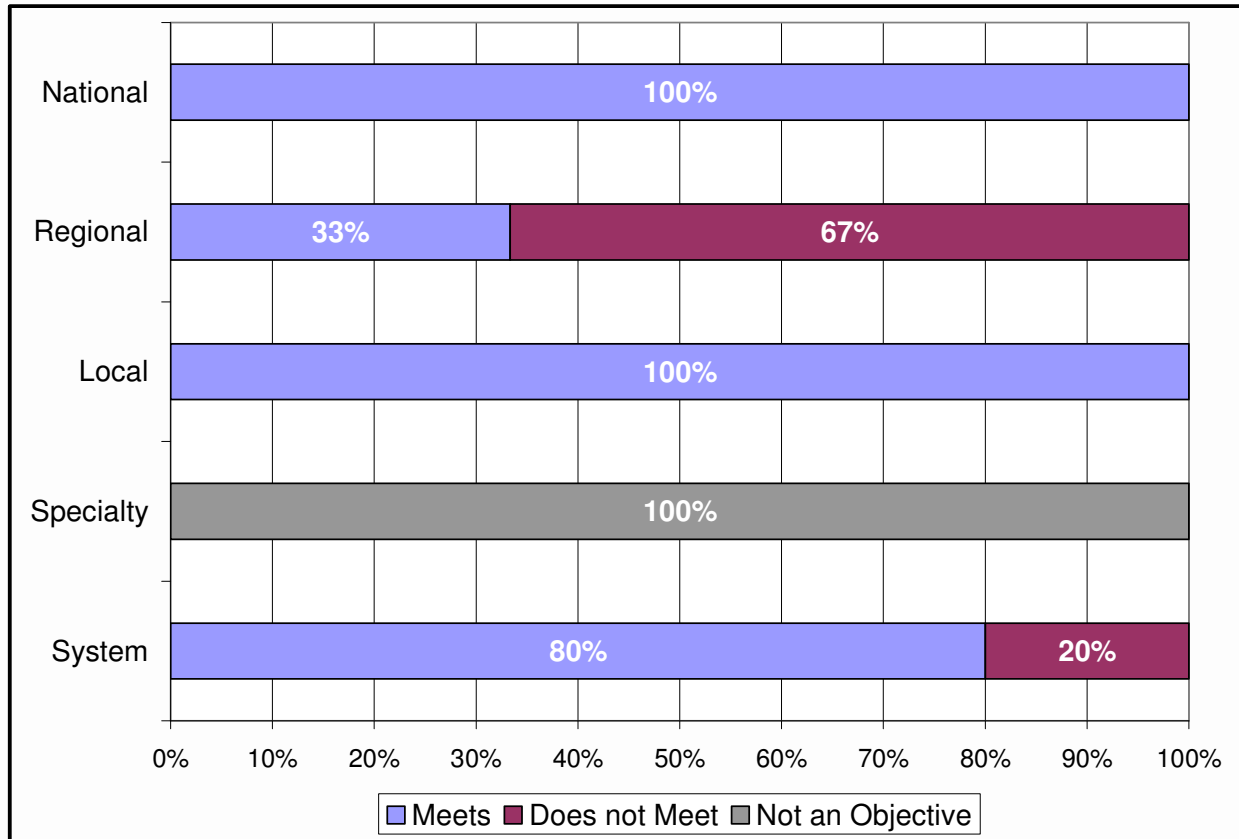


Exhibit D-4  
Performance Measure: Development  
Airports Meeting Runway Strength Objective

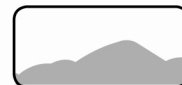
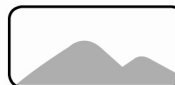


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING TAXIWAY OBJECTIVES**

Taxiways are constructed to facilitate aircraft movements to and from the runway system. Strategically placed taxiway exits permit aircraft to clear the runway after landing and significantly increase the runway capacity. Some taxiways are necessary simply to provide access between the apron and runway, whereas other taxiways become necessary as activity increases and safer and more efficient use of the airfield is necessary. As established in Chapter Five, the following taxiway type objectives were established for the four airport roles:

- National Service Airports – Full Parallel Taxiway
- Regional Service Airports – Full Parallel Taxiway
- Local Service Airports – Connectors or Turnarounds, Partial Parallel Desired
- Specialty Service Airports – Connectors or Turnarounds, Partial Parallel Desired for Paved Runways



# Vermont Airport System and Policy Plan

Airports meeting their respective minimum facility objective for taxiway type are shown in **Table D-5**.

**Table D-5**  
**Performance Measure: Development**  
**Airports Meeting Taxiway Objectives**

Airport Name	Associated City	Meets	Does Not Meet	N/A*
<b>National Service</b>				
Burlington International	Burlington	X		
Edward F. Knapp State	Barre/Montpelier		X	
Rutland State	Rutland		X	
<b>Regional Service</b>				
Hartness State	Springfield		X	
Morrisville-Stowe State	Morrisville		X	
William H. Morse State	Bennington		X	
<b>Local Service</b>				
Caledonia County State	Lyndonville	X		
Franklin County State	Highgate	X		
Middlebury State	Middlebury	X		
Newport State	Newport	X		
<b>Specialty Service</b>				
Basin Harbor	Vergennes			X
Fair Haven Municipal	Fair Haven	X		
John H. Boylan State	Island Pond			X
Mount Snow	West Dover		X	
Post Mills	Post Mills			X
Shelburne	Shelburne			X
Warren-Sugarbush	Warren	X		

Source: Wilbur Smith Associates

\*Not Applicable - no specific objective for airports with non-paved runways

**Exhibit D-5** shows that currently, 33 percent of National Service and 100 percent of Local Service airports currently meet their taxiway objectives. None of the airports in the Regional Service role meet their recommended taxiway objectives. Two of the three airports with a paved runway in the Specialty Service role meet the taxiway objective. While it is desirable for all Local Service airports and Specialty Service airports with a paved runway to have a partial parallel taxiway, the only airport currently meeting this is Middlebury State. Overall, only 50 percent of Vermont's system airports meet their taxiway objectives.

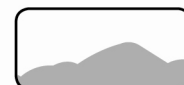
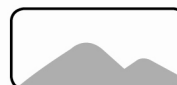
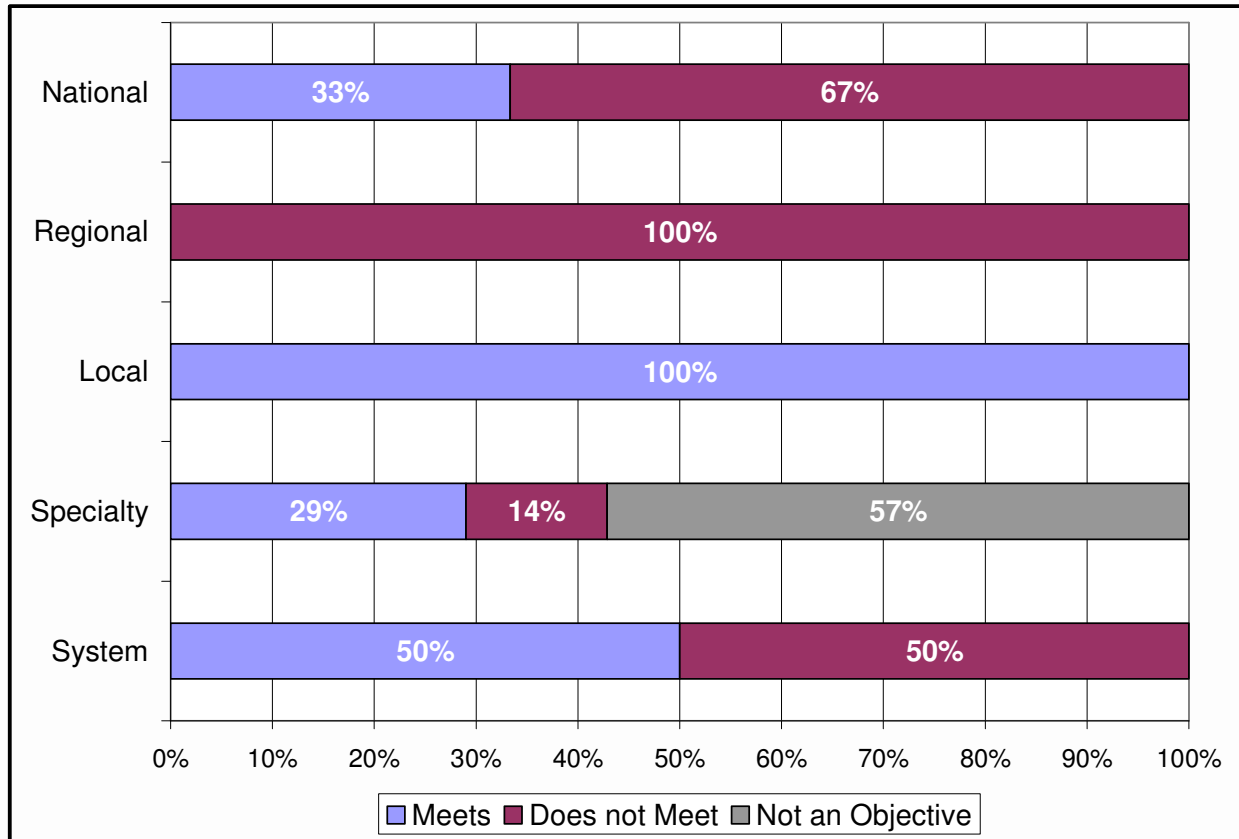


Exhibit D-5  
Performance Measure: Development  
Airports Meeting Taxiway Objectives

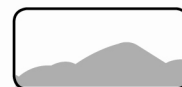
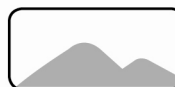


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING APPROACH OBJECTIVES**

As mentioned in Chapter Five, airports were evaluated based on the type of the most demanding approach available or currently published. The following depicts the objectives that were developed for each of the categories:

- National Service Airports – Precision Approach (Ceiling Minimum of 200 feet or less and Visibility Minimum of ½ mile or less)
- Regional Service Airports – Non-Precision Approach (Ceiling Minimum of 400 feet or less and Visibility Minimum of 1 mile or less)
- Local Service Airports – Non-Precision Approach (Ceiling Minimum of 1,000 feet or less and Visibility Minimum of 3 miles or less)
- Specialty Service Airports – Visual Approach



# Vermont Airport System and Policy Plan

Air accessibility was measured by identifying all system airports that have a published approach. **Table D-6** lists the Vermont airports that currently report having an instrument approach to at least one end of their primary runway. Table D-6 also shows each airport's minimum approach, which denotes the ceiling minimum in feet, followed by the visibility minimums, expressed in miles. Specialty Service airports are only recommended to provide a visual approach.

**Table D-6**  
**Performance Measure: Development**  
**Airports Meeting Approach Objectives**

Airport Name	Associated City	Current Approach	Recommended Approach	Does Not Meet
<b>National Service</b>				
Burlington International	Burlington	200'/1/2 Mile	Precision 200'/1/2 Mile	
Edward F. Knapp State	Barre/Montpelier	300'/1 ¼ Mile		X
Rutland State	Rutland	1,413'/1 ¼ Mile		X
<b>Regional Service</b>				
Hartness State	Springfield	985'/1 ¼ Mile	Non-Precision 400'/1 Mile	X
Morrisville-Stowe State	Morrisville	828'/1 Mile		X
William H. Morse State	Bennington	1,222'/1 ¼ Mile		X
<b>Local Service</b>				
Caledonia County State	Lyndonville	555'/1 Mile	Non-Precision 1,000'/3 Miles	
Franklin County State	Highgate	632'/1 Mile		
Middlebury State	Middlebury	Visual		X
Newport State	Newport	514'/1 Mile		
<b>Specialty Service</b>				
Basin Harbor	Vergennes		Visual Approach	
Fair Haven Municipal	Fair Haven			
John H. Boylan State	Island Pond			
Mount Snow	West Dover			
Post Mills	Post Mills			
Shelburne	Shelburne			
Warren-Sugarbush	Warren			

Source: Wilbur Smith Associates

As shown in **Exhibit D-6**, 40 percent of the system airports currently meet their approach objective. Thirty-three percent of National and 75 percent of Local Service airports meet their objective. None of the Regional Service airports meet their recommended approach.

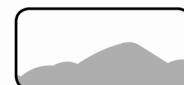
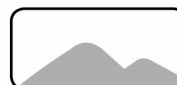
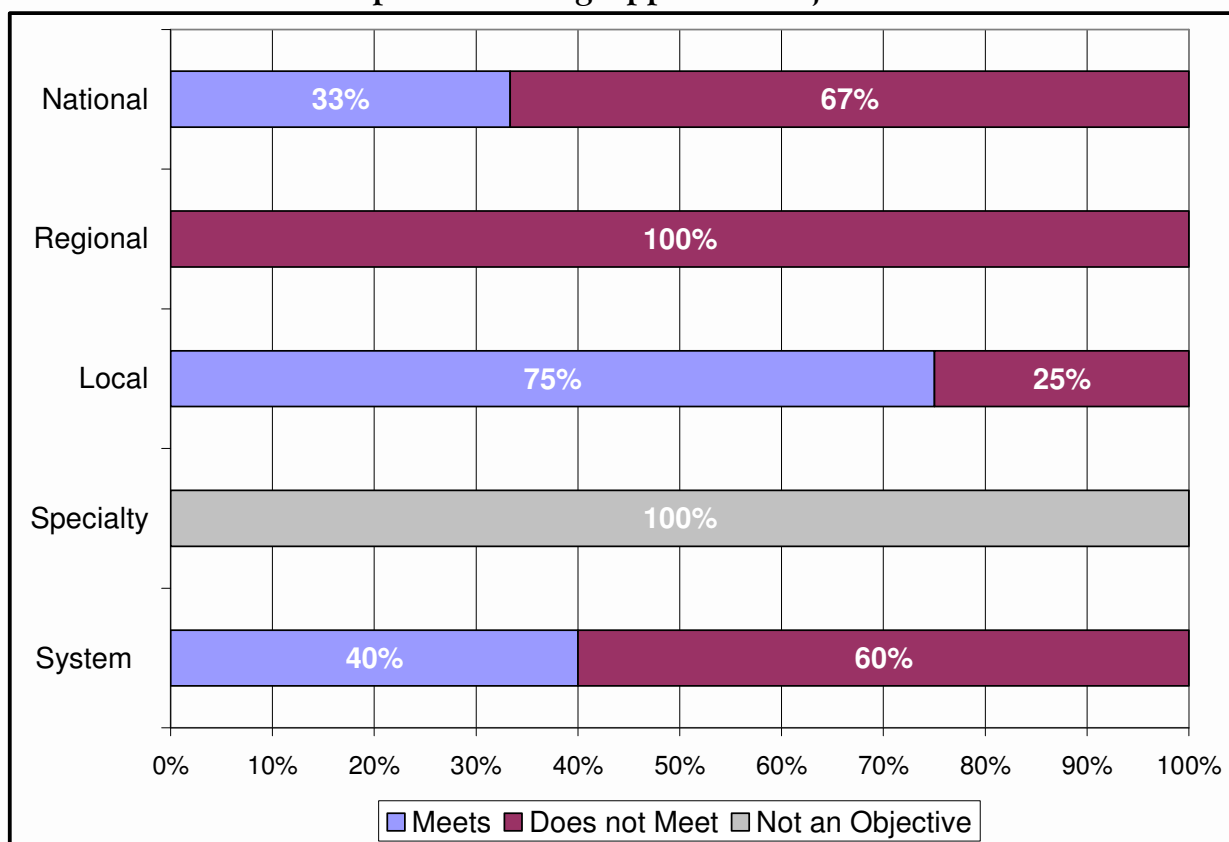


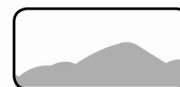
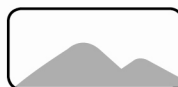
Exhibit D-6  
Performance Measure: Development  
Airports Meeting Approach Objectives



Source: Wilbur Smith Associates

## BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING NAVAID OBJECTIVES

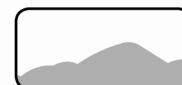
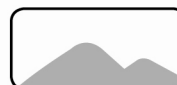
Various visual and electronic Navigational Aids (NAVAIDS) provide navigational assistance to aircraft arriving and departing Vermont's airports. In order for airports to meet their recommended approach objectives, the appropriate NAVAIDS must also be in place at the airports. All National, Regional, and Local Service airports are recommended to provide the basic visual aids (rotating beacon, lighted wind cone and a segmented circle). While it is desired, but not recommended, Specialty Service airports should also provide the basic visual aids, when possible. Other visual aids provide support to precision and non-precision approach aids. These include Instrument Landing Systems (ILS) and Approach Lighting Systems (ALS) for the National Service airports. ALS is used by pilots during an instrument approach landing to align the aircraft with the centerline of the runway for the precision approach.



Other aids that support non-precision approaches include Visual Glide Slope Indicators (VGSI), which include Visual Approach Slope Indicators (VASI) and Precision Approach Path Indicators (PAPI). VGSI are recommended at Regional and Local Service airports. Due to the age and difficulty in getting parts and maintaining VASIs, it is recommended that all existing VASIs be replaced over time with newer PAPIs. National and Regional Service airports are recommended to provide VGSI and REILs and it is desired that Local Service airports also strive to provide these NAVAIDS. The NAVAID recommendations for each role are listed below:

- National Service Airports – ILS, ALS, REILs, Rotating Beacon, Lighted Wind Indicator/ Segmented Circle
- Regional Service Airports – Rotating Beacon, Lighted Wind Indicator/Segmented Circle, REILs, VGSI, Appropriate Instrument(s) for Non-Precision Approach
- Local Service Airports – Rotating Beacon, Lighted Wind Indicator/Segmented Circle, VGSI, Appropriate Instrument(s) for Non-Precision Approach
- Specialty Service Airports – Minimal Visual Aids Desirable

**Table D-7** shows which airports currently meet their objectives for NAVAIDS. It is important to note that if an airport does not meet all of its NAVAIDS objectives it is recognized as not meeting the benchmark in totality.



**Table D-7**  
**Performance Measure: Development**  
**Airports Meeting NAVAIDS Objectives**

Airport Name	Associated City	Meets	Does Not Meet	N/A*
<b>National Service</b>				
Burlington International	Burlington	X		
Edward F. Knapp State	Barre/Montpelier		X	
Rutland State	Rutland		X	
<b>Regional Service</b>				
Hartness State	Springfield		X	
Morrisville-Stowe State	Morrisville	X		
William H. Morse State	Bennington	X		
<b>Local Service</b>				
Caledonia County State	Lyndonville		X	
Franklin County State	Highgate	X		
Middlebury State	Middlebury		X	
Newport State	Newport	X		
<b>Specialty Service</b>				
Basin Harbor	Vergennes			X
Fair Haven Municipal	Fair Haven			X
John H. Boylan State	Island Pond			X
Mount Snow	West Dover			X
Post Mills	Post Mills			X
Shelburne	Shelburne			X
Warren-Sugarbush	Warren			X

Source: Wilbur Smith Associates

\*Not Applicable-no specific objective for Specialty Service airports

As shown in **Exhibit D-7**, 50 percent of all system airports currently meet the NAVAIDS objectives benchmark. Only 33 percent of National, 67 percent of Regional, and 50 percent of Local Service airports currently meet their objectives. No specific NAVAIDS were recommended for Specialty Service airports. However, it should be noted that it is desirable that some sort of visual aid such as a rotating beacon be located at Specialty airports when applicable.

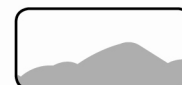
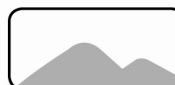
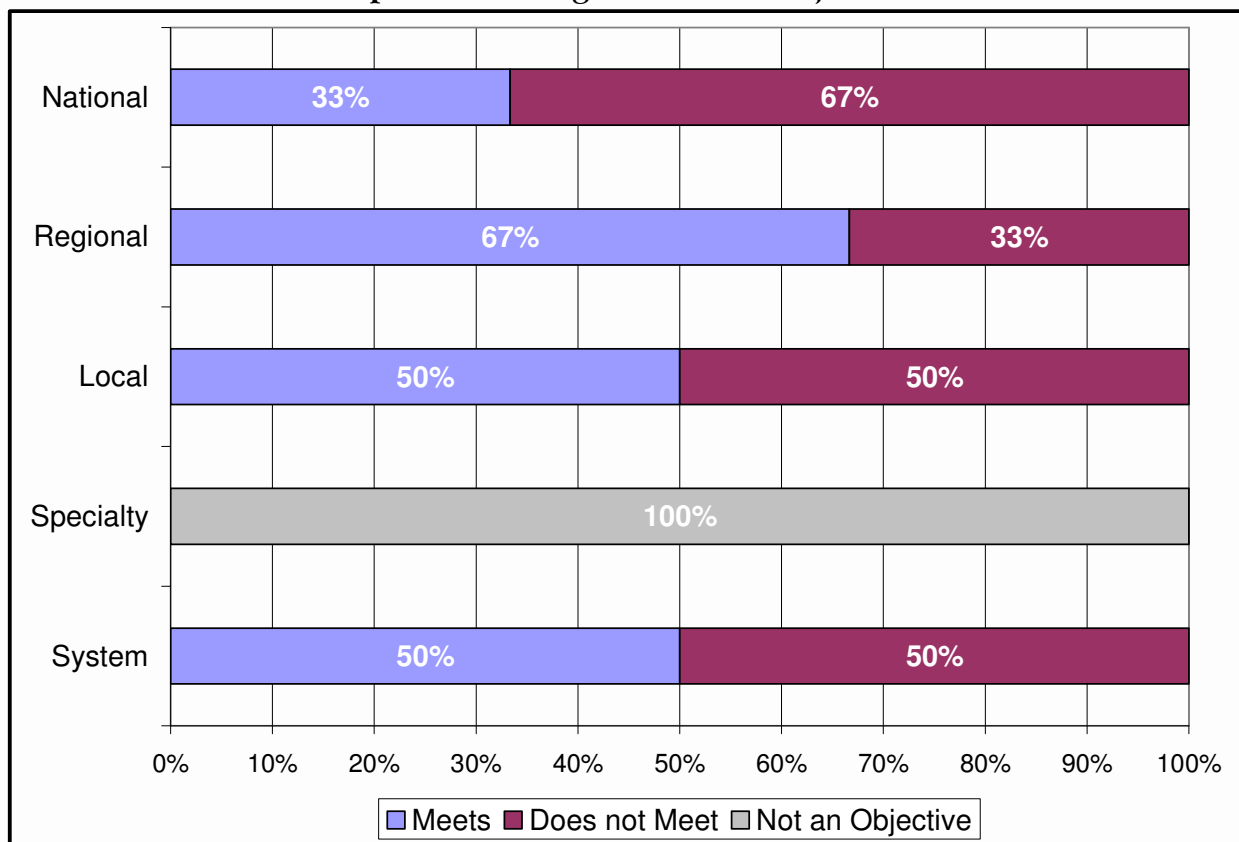




Exhibit D-7  
Performance Measure: Development  
Airports Meeting NAVAIDs Objectives

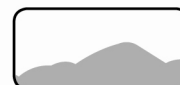
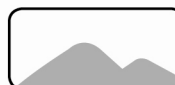


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING LIGHTING OBJECTIVES**

Runway lights are used to outline the edges of runways during periods of darkness or restricted visibility conditions. These light systems are classified according to the intensity or brightness they are capable of producing: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL). As established in the System Plan, the following lighting objectives were recommended for the four airport roles:

- National Service Airports – HIRL/MITL
- Regional Service Airports – MIRL/MITL
- Local Service Airports – MIRL
- Specialty Service Airports – Not an objective



# Vermont Airport System and Policy Plan

Table D-8 indicates which airports are currently meeting their respective lighting objectives. It should be noted that in order to “meet” this benchmark, airports must meet both their runway and taxiway lighting objectives.

**Table D-8**  
**Performance Measure: Development**  
**Airports Meeting Lighting Objectives**

Airport Name	Associated City	Meets	Does Not Meet	N/A*
<b>National Service</b>				
Burlington International	Burlington	X		
Edward F. Knapp State	Barre/Montpelier		X	
Rutland State	Rutland		X	
<b>Regional Service</b>				
Hartness State	Springfield	X		
Morrisville-Stowe State	Morrisville	X		
William H. Morse State	Bennington	X		
<b>Local Service</b>				
Caledonia County State	Lyndonville		X	
Franklin County State	Highgate	X		
Middlebury State	Middlebury		X	
Newport State	Newport	X		
<b>Specialty Service</b>				
Basin Harbor	Vergennes			X
Fair Haven Municipal	Fair Haven			X
John H. Boylan State	Island Pond			X
Mount Snow	West Dover			X
Post Mills	Post Mills			X
Shelburne	Shelburne			X
Warren-Sugarbush	Warren			X

Source: Wilbur Smith Associates

\*Not Applicable- no specific objective for Specialty Service airports

As shown in **Exhibit D-8**, 33 percent of National, 100 percent of Regional, and 50 percent of Local Service airports currently meet their lighting benchmark. While Specialty Service airports are only desired to provide lighting, it should be noted that Mount Snow Airport provides LIRL. Overall, 60 percent of the Vermont system airports meet their recommended lighting objectives.

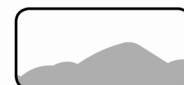
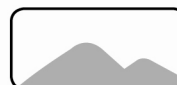
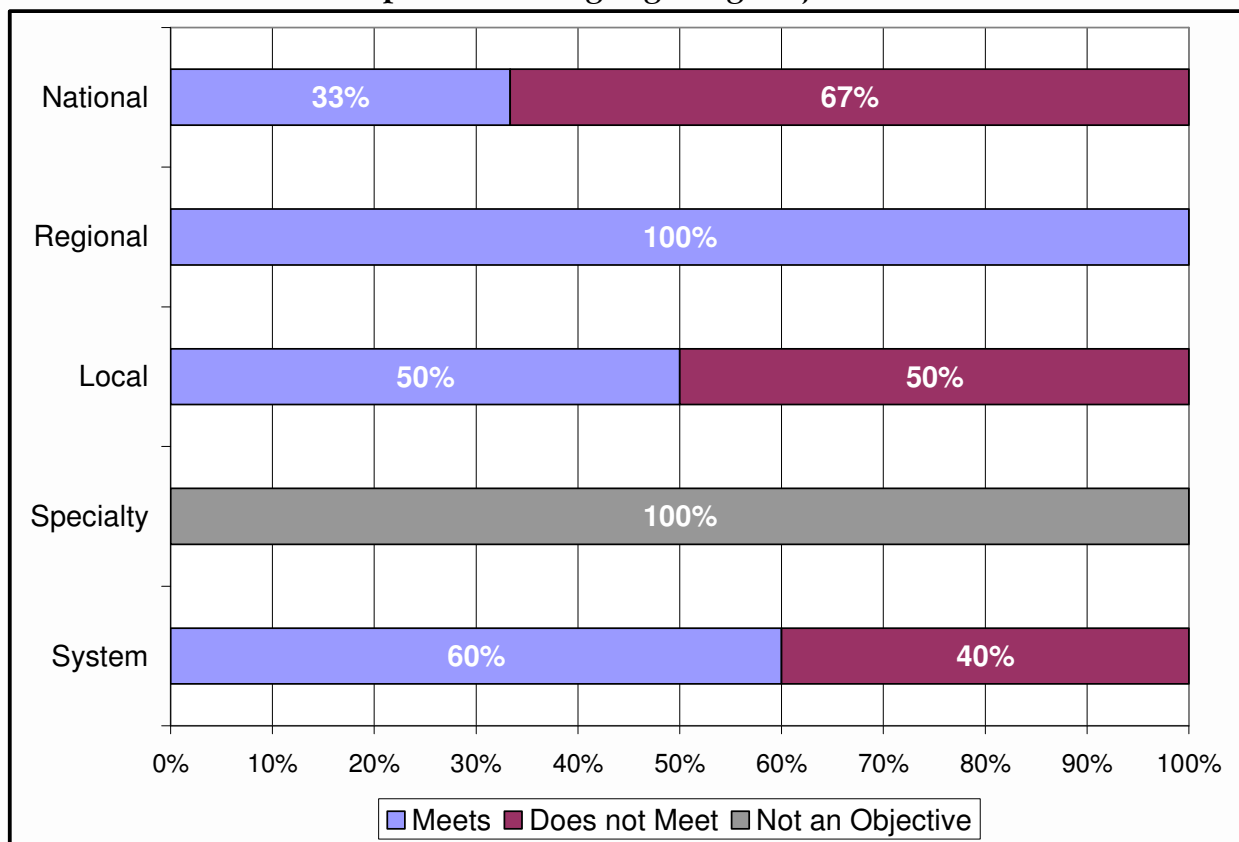


Exhibit D-8  
Performance Measure: Development  
Airports Meeting Lighting Objectives

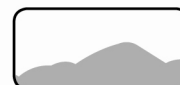
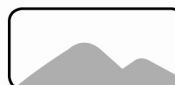


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING WEATHER REPORTING OBJECTIVES**

On-site weather reporting equipment at an airport can complement that facility's precision or non-precision approach capabilities, as well as promote an increased safety margin during periods of inclement or changing weather. For this benchmark, all airport roles except Specialty Service were recommended to have automated weather reporting, either through an automated surface observing system (ASOS) or an automated weather observing system (AWOS). All airports are recommended to have a Pilot Weather Briefing System (PWBS) in operation.

Table D-9 indicates which airports, by role, are currently meeting their objectives.



**Table D-9**  
**Performance Measure: Development**  
**Airports Meeting Weather Reporting Objectives**

Airport Name	Associated City	Meets	Does Not Meet
<b>National Service</b>			
Burlington International	Burlington	X	
Edward F. Knapp State	Barre/Montpelier	X	
Rutland State	Rutland	X	
<b>Regional Service</b>			
Hartness State	Springfield	X	
Morrisville-Stowe State	Morrisville	X	
William H. Morse State	Bennington	X	
<b>Local Service</b>			
Caledonia County State	Lyndonville	X	
Franklin County State	Highgate	X	
Middlebury State	Middlebury		X
Newport State	Newport	X	
<b>Specialty Service</b>			
Basin Harbor	Vergennes		X
Fair Haven Municipal	Fair Haven		X
John H. Boylan State	Island Pond		X
Mount Snow	West Dover		X
Post Mills	Post Mills		X
Shelburne	Shelburne		X
Warren-Sugarbush	Warren		X

Source: Wilbur Smith Associates

**Exhibit D-9** shows that 53 percent of airports that are required to have an on-site weather reporting system currently meet their objectives. One-hundred percent of National and Regional Service airports meet their recommended objectives. Seventy-five percent of Local Service airports meet their weather reporting objectives. None of the Specialty Service airports meet their objective, which are recommended to have a PWBS on-site.

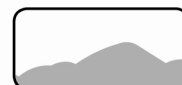
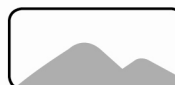
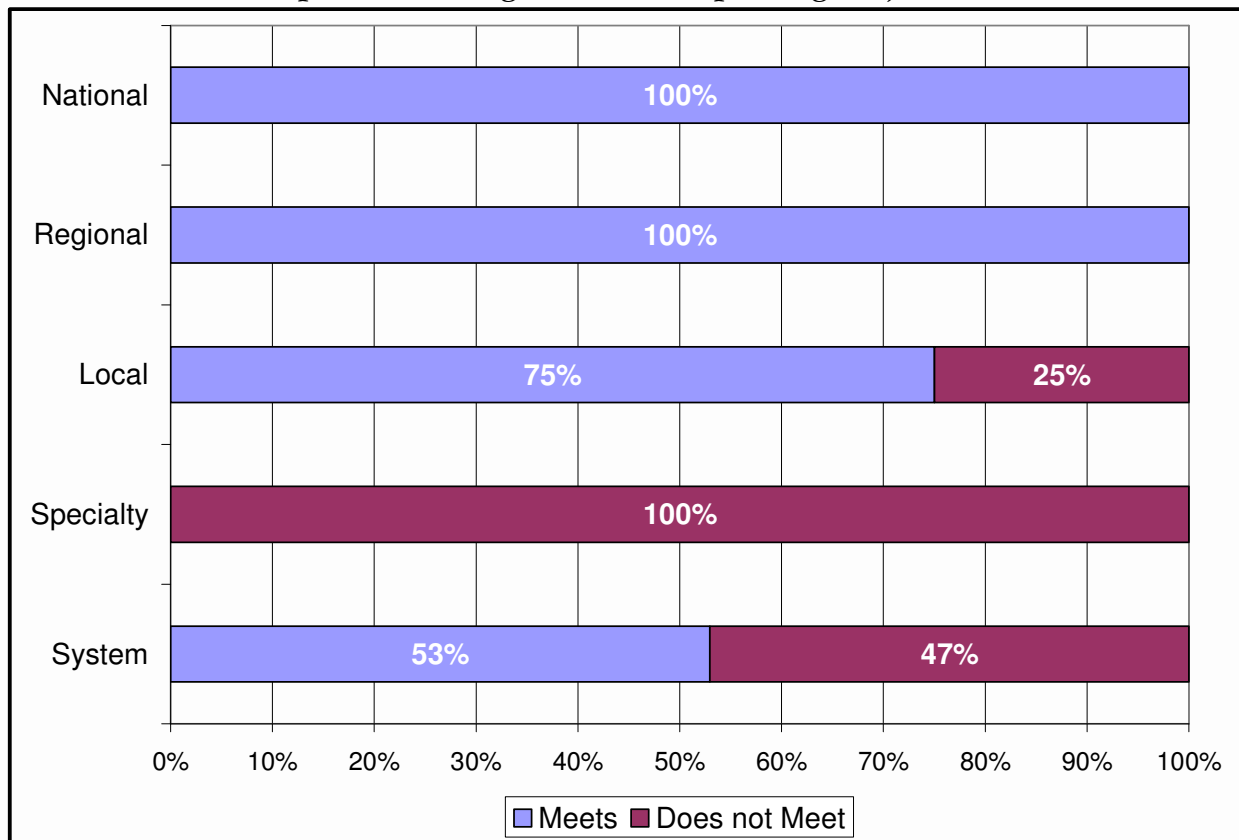


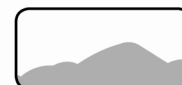
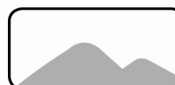
Exhibit D-9  
Performance Measure: Development  
Airports Meeting Weather Reporting Objectives



Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING GROUND COMMUNICATIONS OBJECTIVES**

In addition to airports providing public telephone service, ground communication outlets (GCO), and remote communication outlets (RCO) are another communications service that airports can provide. Pilots at uncontrolled airports may contact Air Traffic Control (ATC) and/or Flight Service Stations (FSS) via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots use four "key clicks" on the VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground. RCOs also permits clear radio communications with air traffic personnel and Flight Service Stations serving the airport. Both services increase the safety, convenience, and the efficiency of both pilots and the airport. For the Vermont Airport System Plan, the following objectives were established for each airport role to provide sufficient ground communications:



# Vermont Airport System and Policy Plan

- National Service Airports – Public phone, GCO or RCO
- Regional Service Airports – Public phone, GCO or RCO
- Local Service Airports – Public phone, GCO or RCO as needed
- Specialty Service Airports – Public phone, GCO or RCO as needed

Using the facility objectives, each study airport was reviewed to determine the ability of current ground communication services to meet study objectives. The results are depicted in **Table D-10**. It should be noted that in order for an airport to meet its objective it must meet it in its entirety.

**Table D-10**  
**Performance Measure: Development**  
**Airports Meeting Ground Communications Objectives**

Airport Name	Associated City	Meets	Does Not Meet
<b>National Service</b>			
Burlington International	Burlington	X	
Edward F. Knapp State	Barre/Montpelier	X	
Rutland State	Rutland	X	
<b>Regional Service</b>			
Hartness State	Springfield		X
Morrisville-Stowe State	Morrisville	X	
William H. Morse State	Bennington	X	
<b>Local Service</b>			
Caledonia County State	Lyndonville	X	
Franklin County State	Highgate	X	
Middlebury State	Middlebury	X	
Newport State	Newport	X	
<b>Specialty Service</b>			
Basin Harbor	Vergennes		X
Fair Haven Municipal	Fair Haven		X
John H. Boylan State	Island Pond		X
Mount Snow	West Dover		X
Post Mills	Post Mills		X
Shelburne	Shelburne	X	
Warren-Sugarbush	Warren	X	

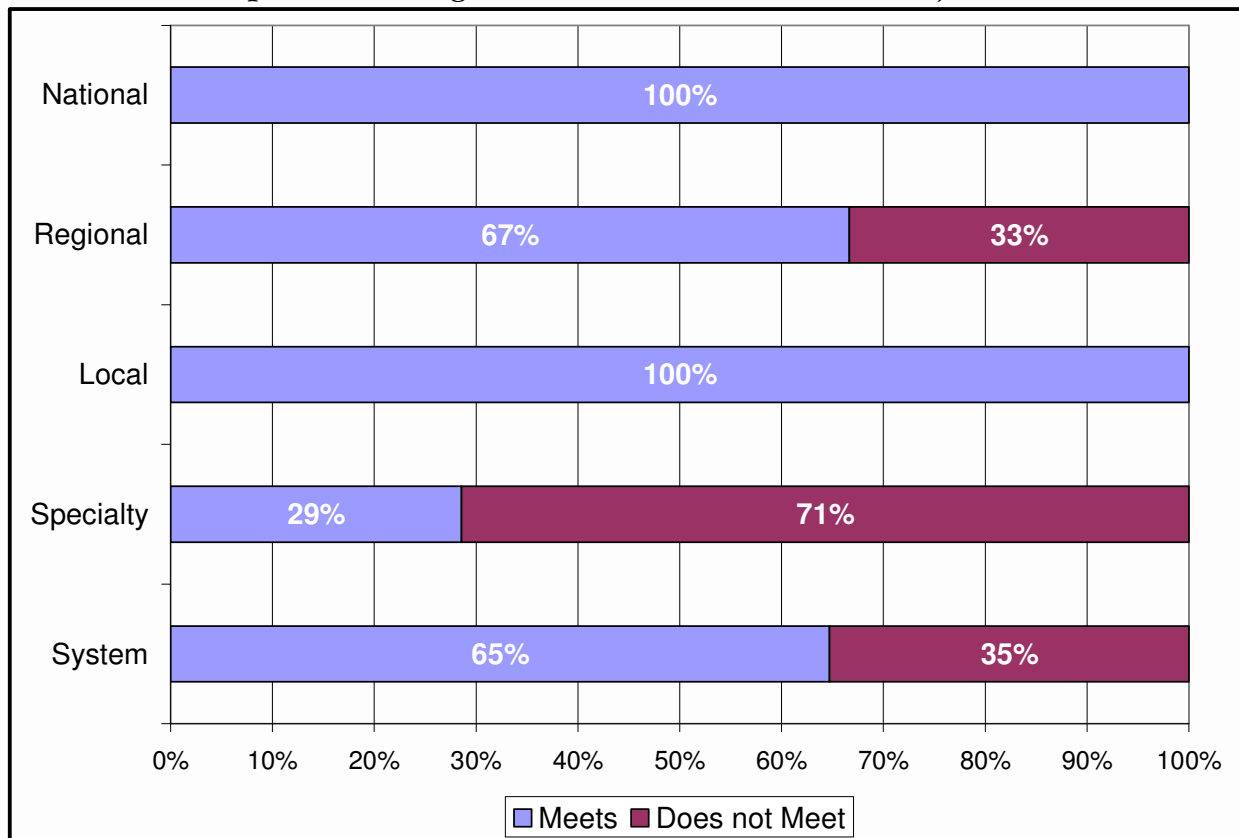
Source: Wilbur Smith Associates

**Exhibit D-10** shows that currently, 100 percent of National, 67 percent of Regional, 100 percent of Local, and 29 percent of Specialty Service airports meet their objective for the ground communications benchmark. It should be noted that at Burlington International, there is no need for an RCO or GCO since the airport has an Air Traffic Control Tower (ATCT). As a result, direct communications can be made with

# Vermont Airport System and Policy Plan

the tower which results in the airport meeting this objective. Overall, 65 percent of Vermont's system airports meet their ground communications objectives.

**Exhibit D-10**  
**Performance Measure: Development**  
**Airports Meeting Ground Communications Objectives**

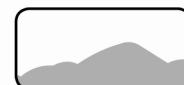
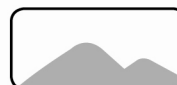


Source: Wilbur Smith Associates

## **BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING COVERED STORAGE OBJECTIVES**

The need to provide covered storage for based aircraft varies by airport, climate, aircraft cost, security, and other considerations. Nationally, there is a growing trend for owners of general aviation aircraft to seek covered storage. As recommended in Chapter Five, the following hangar storage objectives were established for the four airport roles:

- National Service Airports – 70% of based aircraft
- Regional Service Airports – 70% of based aircraft
- Local Service Airports – 60% of based aircraft
- Specialty Service Airports – Maintain existing facilities



# Vermont Airport System and Policy Plan

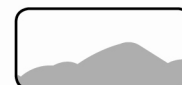
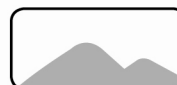
A comparison of current hangar space at all airports to the amount of space that would be required to provide covered storage to the specified percentage of based aircraft at an airport was performed. This comparison provides a general assessment of the adequacy of existing hangar space. This information summarized in **Table D-11** indicates by airport role, whether or not each airport currently meets its facility objectives for covered storage.

**Table D-11**  
**Performance Measure: Development**  
**Airports Meeting Covered Storage Objectives**

Airport Name	Associated City	Current Storage (sq. ft.)	Recommended Storage (sq. ft.)	Does Not Meet
<b>National Service</b>				
Burlington International	Burlington	99,200	66,150	
Edward F. Knapp State	Barre/Montpelier	40,515	63,000	X
Rutland State	Rutland	51,790	43,050	
<b>Regional Service</b>				
Hartness State	Springfield	29,300	38,850	X
Morrisville-Stowe State	Morrisville	25,000	29,400	X
William H. Morse State	Bennington	58,300	52,500	
<b>Local Service</b>				
Caledonia County State	Lyndonville	10,000	17,100	X
Franklin County State	Highgate	45,000	47,700	X
Middlebury State	Middlebury	37,300	45,000	X
Newport State	Newport	15,000	15,300	X
<b>Specialty Service</b>				
Basin Harbor	Vergennes		Maintain Existing	
Fair Haven Municipal	Fair Haven			
John H. Boylan State	Island Pond			
Mount Snow	West Dover			
Post Mills	Post Mills			
Shelburne	Shelburne			
Warren-Sugarbush	Warren			

Source: Wilbur Smith Associates

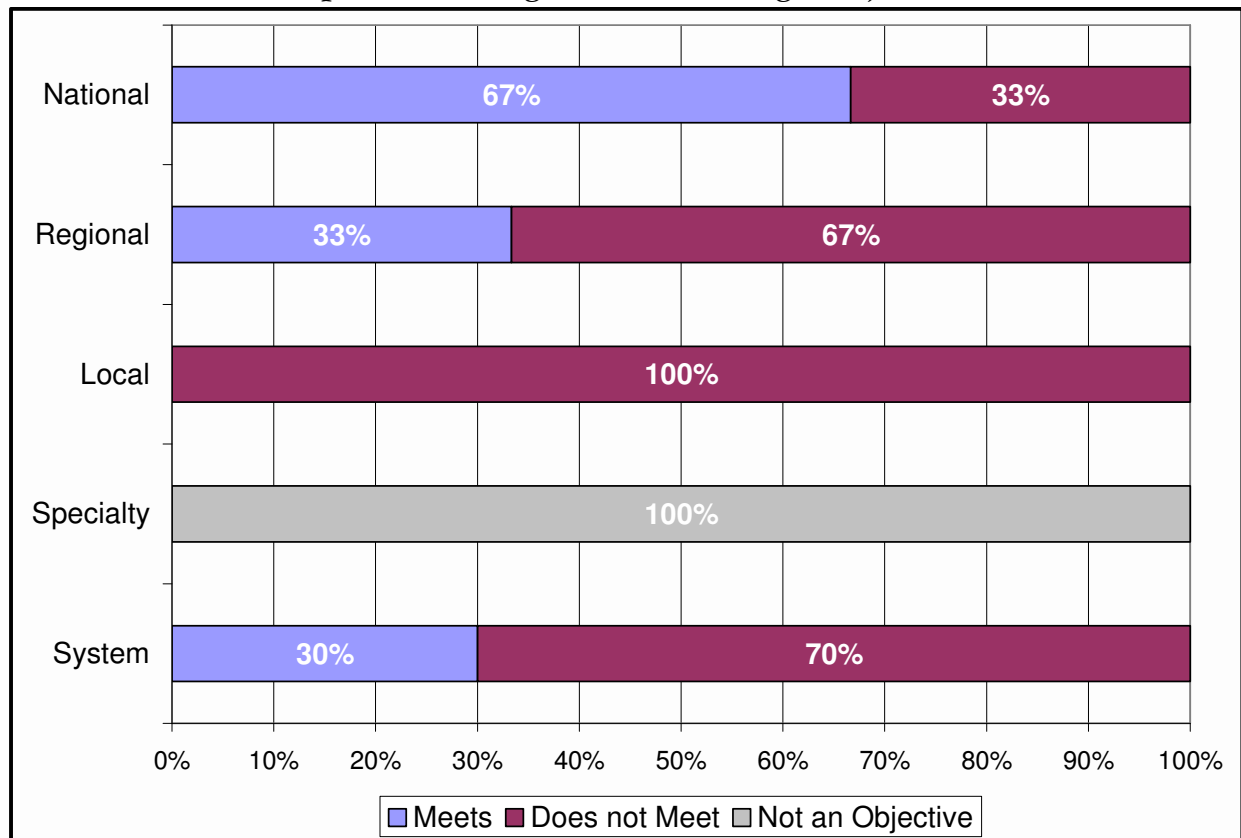
**Exhibit D-11** shows that for the aircraft storage benchmark, 67 percent of National, and only 33 percent of Regional Service airports currently meet their objective for covered storage for based aircraft. None of the airports in the Local Service role currently meet their recommended amount of covered storage. Specialty Service airports are recommended to maintain their existing hangar facilities. 30 percent of all system airports now meet the Vermont Airport System Plan's aircraft storage objective. It should be noted that if additional hangars are not provided between now and the end of the 20-year planning period, the system-wide compliance rating





for the covered storage objective will decrease. Facilities needed to address current and future shortfalls will be identified in a subsequent chapter of this document.

**Exhibit D-11**  
**Performance Measure: Development**  
**Airports Meeting Covered Storage Objectives**

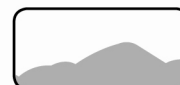
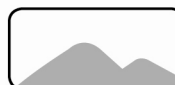


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING AIRCRAFT APRON OBJECTIVES**

As discussed in Chapter Five, the amount of apron space at an airport should relate to the number of based aircraft not in covered storage and the busiest daily transient aircraft activity. The following apron space objectives were established for the four airport roles:

- National Service Airports – 30% of based aircraft plus an additional 75% for transient aircraft
- Regional Service Airports – 30% of based aircraft plus an additional 50% for transient aircraft



# Vermont Airport System and Policy Plan

- Local Service Airports – 40% of based aircraft plus an additional 25% for transient aircraft
- Specialty Service Airports – Maintain existing facilities

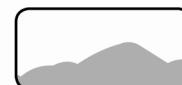
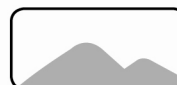
Using the facility objectives, each study airport was reviewed to determine the ability of current aircraft apron parking facilities to meet study objectives. The results are depicted in **Table D-12**.

**Table D-12**  
**Performance Measure: Development**  
**Airports Meeting Aircraft Apron Objectives**

Airport Name	Associated City	Current Apron Space (square yards)	Recommended Apron Space (square yards)	Does Not Meet
<b>National Service</b>				
Burlington International	Burlington	65,478	19,800	
Edward F. Knapp State	Barre/Montpelier	16,000	12,700	
Rutland State	Rutland	37,000	12,400	
<b>Regional Service</b>				
Hartness State	Springfield	25,000	4,300	
Morrisville-Stowe State	Morrisville	8,200	4,400	
William H. Morse State	Bennington	12,500	8,600	
<b>Local Service</b>				
Caledonia County State	Lyndonville	6,900	2,500	
Franklin County State	Highgate	19,000	7,600	
Middlebury State	Middlebury	15,000	7,400	
Newport State	Newport	15,000	2,400	
<b>Specialty Service</b>				
Basin Harbor	Vergennes		Maintain Existing	
Fair Haven Municipal	Fair Haven			
John H. Boylan State	Island Pond			
Mount Snow	West Dover			
Post Mills	Post Mills			
Shelburne	Shelburne			
Warren-Sugarbush	Warren			

Source: Wilbur Smith Associates

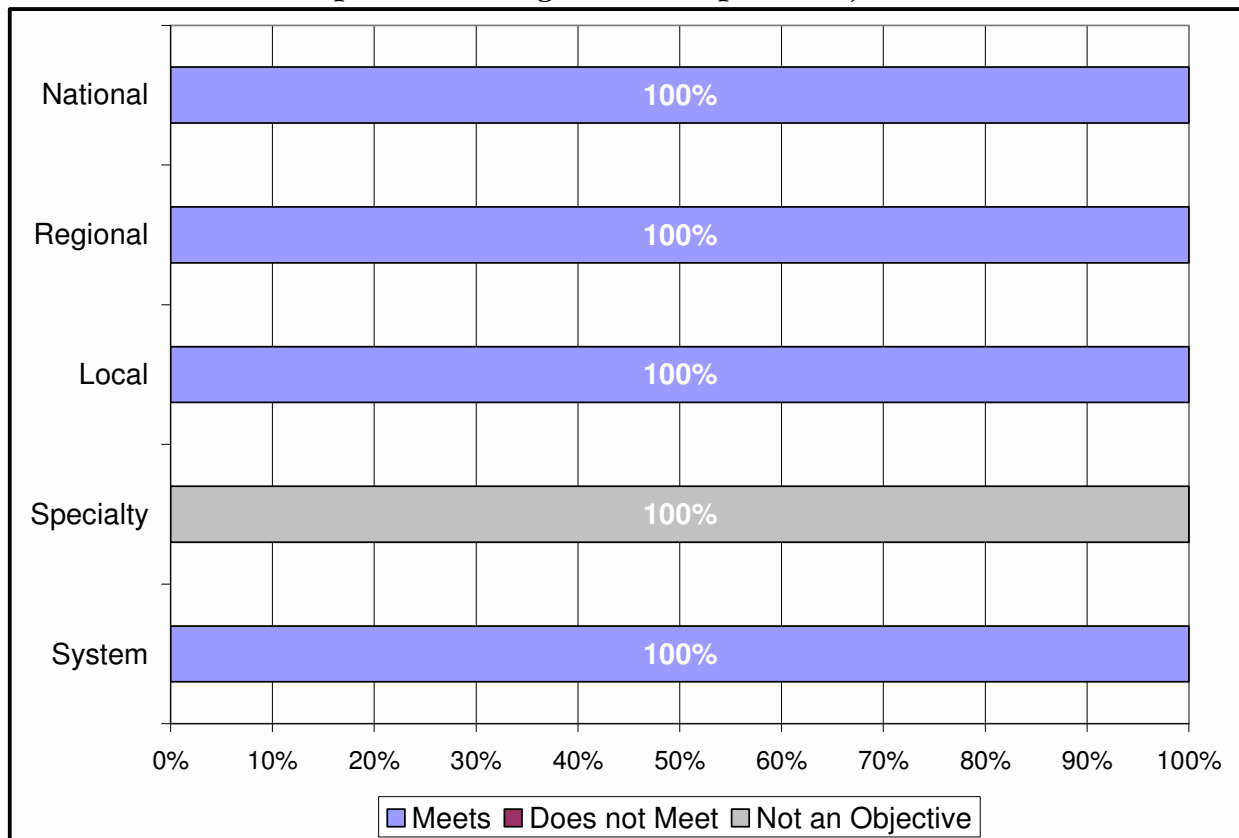
**Exhibit D-12** shows that currently, 100 percent of National, Regional, and Local Service airports meet their objective for the aircraft apron benchmark. For those airports in the National Service role that have commercial passenger service, only general aviation apron space was analyzed. It should be noted that this analysis assumes that the based aircraft storage objectives for each role are being met. Only 30 percent of the system airports meet their based aircraft storage objective, which means that in order for airports to actually have enough apron space to comply with this objective, the based aircraft objective will also have to be met. As a result, T-



# Vermont Airport System and Policy Plan

hangars or conventional hangars would be required to be built over the course of the planning period in order for the apron space objective to be met.

**Exhibit D-12**  
**Performance Measure: Development**  
**Airports Meeting Aircraft Apron Objectives**

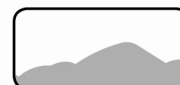
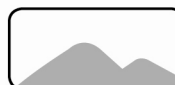


Source: Wilbur Smith Associates

## **BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING TERMINAL/ADMINISTRATION BUILDING OBJECTIVES**

Typically, general aviation terminal/administration buildings are planned to serve the total number of peak hour operations/passengers. General aviation buildings may serve many different roles, depending on the complexity of the airport. The Vermont Airport System Plan has identified different terminal/administrative building facility objectives for each airport role and they are as follows:

- National Service Airports – At a minimum, 2,500 square feet of public space
- Regional Service Airports – At a minimum, 2,500 square feet of public space
- Local Service Airports – At a minimum, 1,500 square feet of public space



# Vermont Airport System and Policy Plan

- Specialty Service Airports – Maintain existing facilities, minimal service terminal/building desirable

Each study airport was reviewed to determine the ability of its general aviation terminal/administrative building to meet these objectives. The results are depicted in **Table D-13**. As shown in Table D-13, several airports are currently not meeting their general aviation terminal/administrative building facility objective.

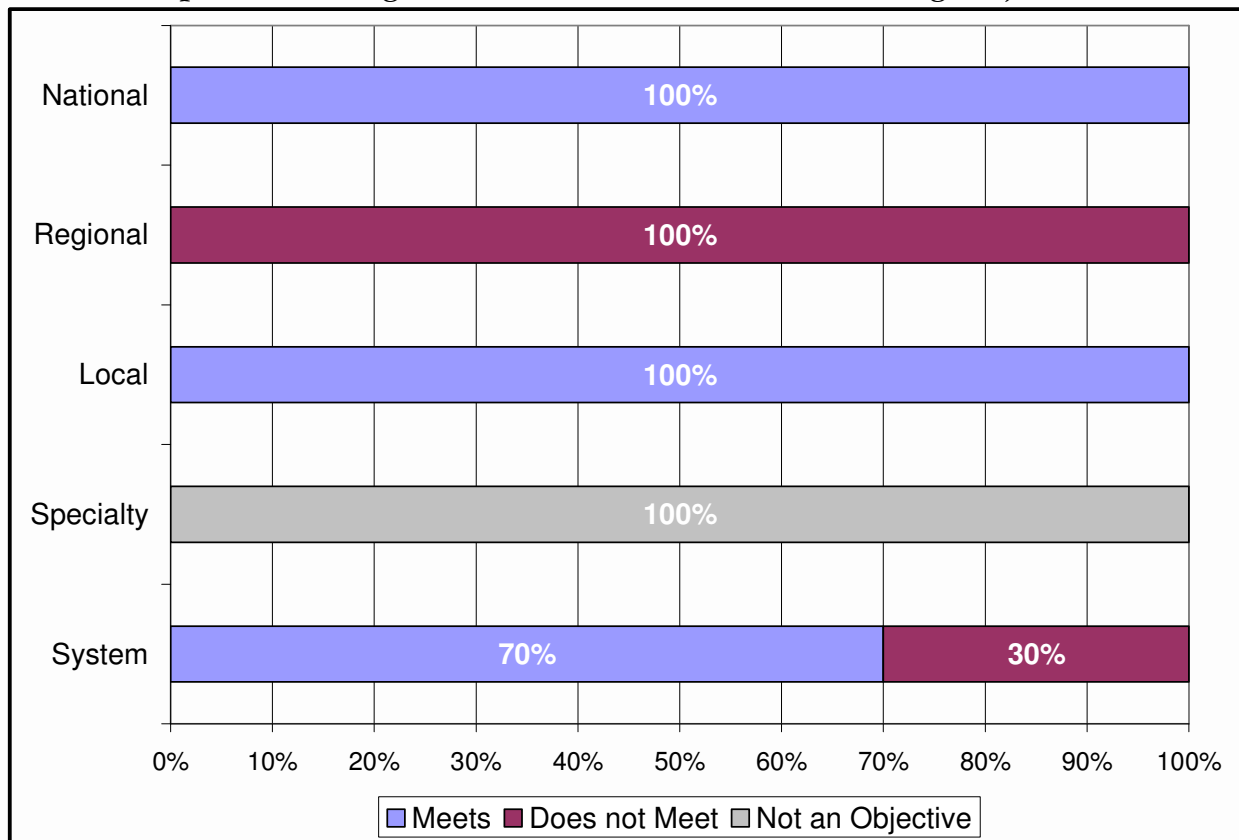
**Table D-13**  
**Performance Measure: Development**  
**Airports Meeting Terminal/Administration Building Objectives**

Airport Name	Associated City	Current Terminal (sq. ft.)	Recommended Terminal (sq. ft.)	Does Not Meet
National Service				
Burlington International	Burlington	20,800	2,500 sq. ft.	
Edward F. Knapp State	Barre/Montpelier	4,680		
Rutland State	Rutland	3,780		
Regional Service				
Hartness State	Springfield	2,000	2,500 sq. ft.	X
Morrisville-Stowe State	Morrisville	1,300		X
William H. Morse State	Bennington	2,000		X
Local Service				
Caledonia County State	Lyndonville	1,500	1,500 sq. ft.	
Franklin County State	Highgate	2,000		
Middlebury State	Middlebury	5,400		
Newport State	Newport	1,500		
Specialty Service				
Basin Harbor	Vergennes		Maintain Existing	
Fair Haven Municipal	Fair Haven			
John H. Boylan State	Island Pond			
Mount Snow	West Dover			
Post Mills	Post Mills			
Shelburne	Shelburne			
Warren-Sugarbush	Warren			

Source: Wilbur Smith Associates

**Exhibit D-13** shows that 100 percent of National and Local Service airports meet their objective for the general aviation terminal/administrative building. None of the airports in the Regional Service role meet their objective. Provision of a general aviation terminal/administrative building was not an objective for the Specialty Service airports.

Exhibit D-13  
Performance Measure: Development  
Airports Meeting Terminal/Administration Building Objectives

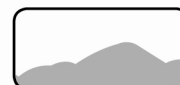
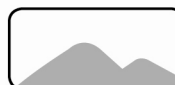


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING FENCING OBJECTIVES**

Various types of fencing are available for the different types of airports and their necessity for additional security. By either fencing the entire perimeter or even the airfield operations area at a minimum, a certain level of security is provided as it serves as a deterrent to a potential intruder. In addition, fencing also acts as a means of wildlife control, keeping animals off of runways and taxiways, which aids in preventing accidents and limits the potential for damage to aircraft. The following fencing objectives have been recommended:

- National Service Airports – Entire Airport
- Regional Service Airports – Entire Airport
- Local Service Airports – Operations Area at Minimum
- Specialty Service Airports – Operations Area at Minimum



# Vermont Airport System and Policy Plan

Table D-14 shows that only Burlington International and Rutland State, which are in the National Service role, currently meet their fencing objectives.

**Table D-14**  
**Performance Measure: Development**  
**Airports Meeting Fencing Objectives**

Airport Name	Associated City	Current Fencing	Recommended Fencing	Does Not Meet
<b>National Service</b>				
Burlington International	Burlington	Entire Airport	Entire Airport	
Edward F. Knapp State	Barre/Montpelier	Partial		X
Rutland State	Rutland	Entire Airport		
<b>Regional Service</b>				
Hartness State	Springfield	Partial	Entire Airport	X
Morrisville-Stowe State	Morrisville	Partial		X
William H. Morse State	Bennington	Partial		X
<b>Local Service</b>				
Caledonia County State	Lyndonville	Partial	Operations Area at Minimum	X
Franklin County State	Highgate	Partial		X
Middlebury State	Middlebury	Partial		X
Newport State	Newport	Partial		X
<b>Specialty Service</b>				
Basin Harbor	Vergennes	None	Operations Area at Minimum	X
Fair Haven Municipal	Fair Haven	None		X
John H. Boylan State	Island Pond	None		X
Mount Snow	West Dover	None		X
Post Mills	Post Mills	None		X
Shelburne	Shelburne	None		X
Warren-Sugarbush	Warren	None		X

Source: Wilbur Smith Associates

As shown in **Exhibit D-14**, none of the airports in the other roles meet their fencing objectives.

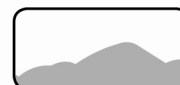
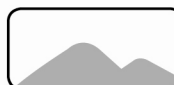
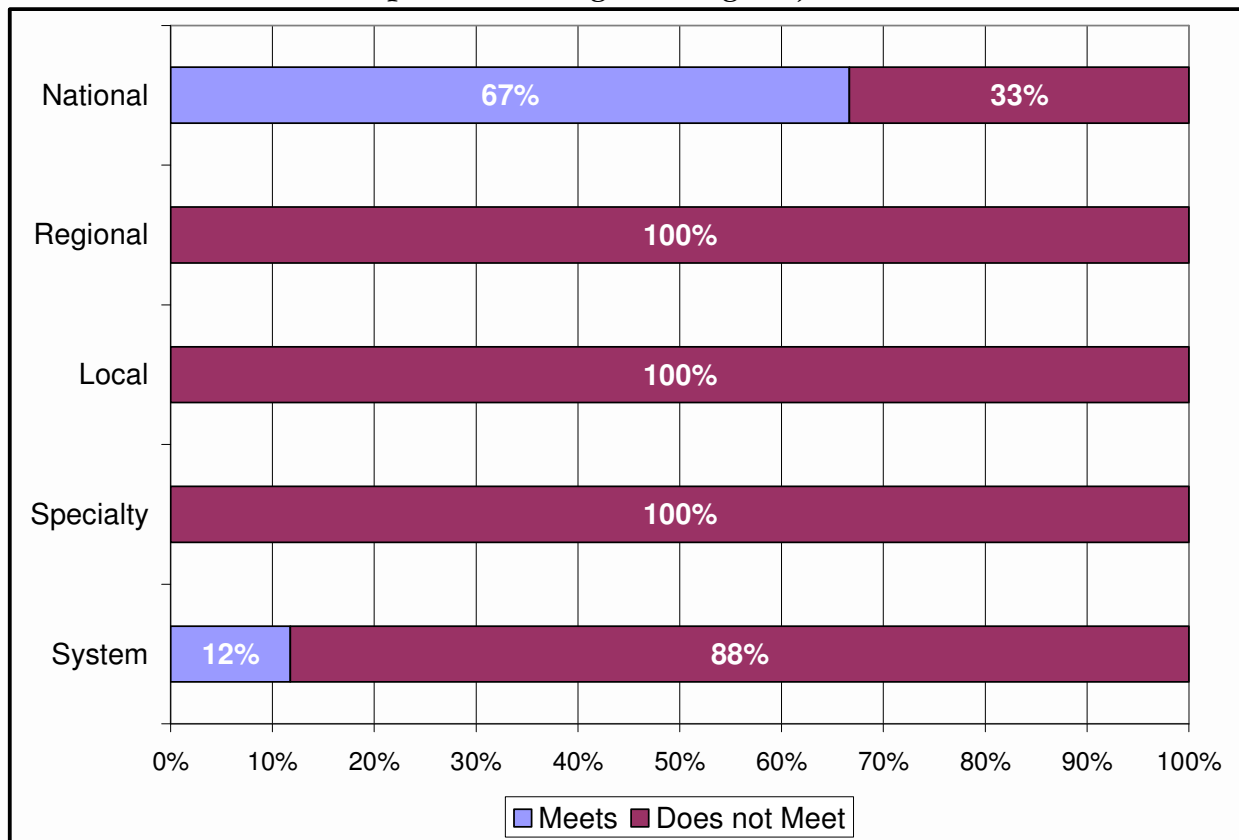


Exhibit D-14  
Performance Measure: Development  
Airports Meeting Fencing Objectives

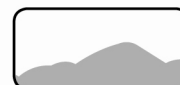
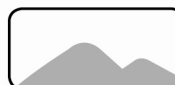


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING AUTO PARKING OBJECTIVES**

An airport's need for general aviation-related automobile parking is driven by the number of owners basing planes at the airport, on-airport employment, and other factors. For the Vermont Airport System Plan, the following objectives were established for each airport role to provide sufficient auto parking:

- National Service Airports – 1 space for each based aircraft plus 50% for employees/visitors
- Regional Service Airports – 1 space for each based aircraft plus 50% for employees/visitors
- Local Service Airports – 1 space for each based aircraft plus 25% for employees/visitors
- Specialty Service Airports – Maintain existing facilities



# Vermont Airport System and Policy Plan

It is often difficult to accurately identify the number of “actual” spaces available for general aviation-related auto parking. Many smaller general aviation airports often have unpaved auto parking areas. At some airports, it is not uncommon for aircraft owners to park their cars in their hangar when they are flying their plane. As a result of the events on September 11, 2001, new security guidelines for commercial and general aviation airports may result in restricted auto parking in aircraft movement areas. Airports should therefore plan to provide auto parking in designated areas away from hangars and other areas of aircraft movement.

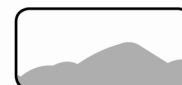
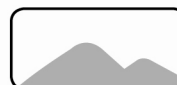
Using the facility objectives developed as part of this analysis, each study airport was reviewed to determine the ability of current auto parking facilities to meet study objectives. The results are depicted in Table D-15.

**Table D-15**  
**Performance Measure: Development**  
**Airports Meeting Auto Parking Objectives**

Airport Name	Associated City	Current Auto Parking	Recommended Auto Parking	Does Not Meet
<b>National Service</b>				
Burlington International	Burlington	100	95	
Edward F. Knapp State	Barre/Montpelier	50	90	X
Rutland State	Rutland	100	62	
<b>Regional Service</b>				
Hartness State	Springfield	75	56	
Morrisville-Stowe State	Morrisville	50	42	
William H. Morse State	Bennington	50	75	X
<b>Local Service</b>				
Caledonia County State	Lyndonville	15	24	X
Franklin County State	Highgate	50	66	X
Middlebury State	Middlebury	72	63	
Newport State	Newport	30	21	
<b>Specialty Service</b>				
Basin Harbor	Vergennes		Maintain Existing	
Fair Haven Municipal	Fair Haven			
John H. Boylan State	Island Pond			
Mount Snow	West Dover			
Post Mills	Post Mills			
Shelburne	Shelburne			
Warren-Sugarbush	Warren			

Source: Wilbur Smith Associates

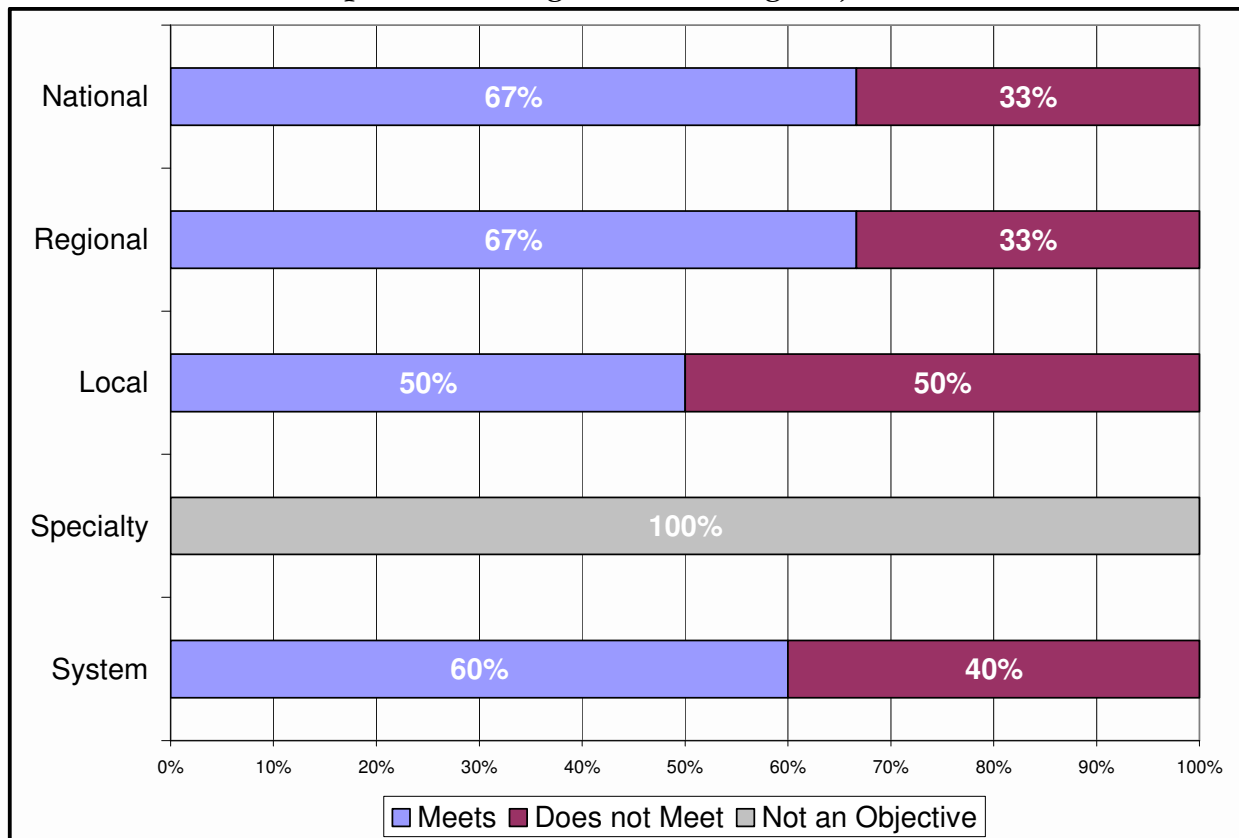
**Exhibit D-15** shows that 67 percent of National, 67 percent of Regional, and 50 percent of Local Service airports currently meet their auto parking objectives. Again, Specialty Service airports are only required to maintain their existing facilities. It





should be noted that auto parking needs were only analyzed related to general aviation and not airline passenger needs at commercial service airports.

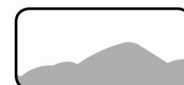
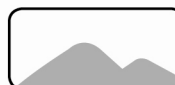
**Exhibit D-15**  
**Performance Measure: Development**  
**Airports Meeting Auto Parking Objectives**



Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING FUEL OBJECTIVES**

The relationship between fuel and aviation operations underscores the need for fuel service at any airport. Airports should, and typically do, supply the types of fuel that their users need. National Service airports for example, which accommodate demanding aircraft such as business jets, should have jet fuel available for sale. In addition, fuel sales should be made accessible related to the demand by its users. An increasing number of GA airports nationwide, including several in Vermont; have installed self-service fuel farms by which a pilot can operate with a credit card, making fuel available at an airport 24 hours a day. This makes fueling an aircraft quicker and more accessible. Listed below are the recommendations for the types of fuel each airport role should offer:



# Vermont Airport System and Policy Plan

- National Service Airports – Self Service AvGas and Jet A
- Regional Service Airports – Self Service AvGas and Jet A
- Local Service Airports - Self Service AvGas; Jet A as needed
- Specialty Service Airports – AvGas; Jet A as needed

Using the facility objectives, each study airport was reviewed to determine the ability of current fueling facilities to meet study objectives. The results are depicted in **Table D-16**.

**Table D-16**  
**Performance Measure: Development**  
**Airports Meeting Fuel Objectives**

Airport Name	Associated City	Current Fueling Facilities	Recommended Fueling Facilities	Does Not Meet
National Service				
Burlington International	Burlington	AvGas, JetA	Self Serve AvGas and Jet A	X
Edward F. Knapp State	Barre/Montpelier	AvGas, JetA		X
Rutland State	Rutland	Self Serve AvGas,		
Regional Service				
Hartness State	Springfield	Self Serve AvGas,	Self Serve AvGas and Jet A	X
Morrisville-Stowe State	Morrisville	AvGas, JetA		X
William H. Morse State	Bennington	Self Serve AvGas,		X
Local Service				
Caledonia County State	Lyndonville	Self Serve AvGas	Self Serve AvGas; Jet A as Needed	
Franklin County State	Highgate	AvGas		X
Middlebury State	Middlebury	Self Serve AvGas		
Newport State	Newport	AvGas, JetA		X
Specialty Service				
Basin Harbor	Vergennes	None	AvGas, Jet A as Needed	X
Fair Haven Municipal	Fair Haven	None		X
John H. Boylan State	Island Pond	None		X
Mount Snow	West Dover	Self Serve AvGas		
Post Mills	Post Mills	None		X
Shelburne	Shelburne	MoGas		X
Warren-Sugarbush	Warren	Self Serve AvGas		

Source: Wilbur Smith Associates

System wide, only 29 percent of airports are meeting their fueling objectives, as shown in **Exhibit D-16**. Currently, 33 percent of National, 50 percent of Local, and 29 percent of Specialty Service airports meet their objective for the fueling benchmark. None of the airports in the Regional Service role meet their fuel objective.

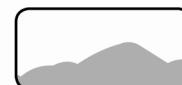
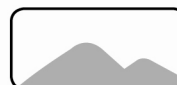
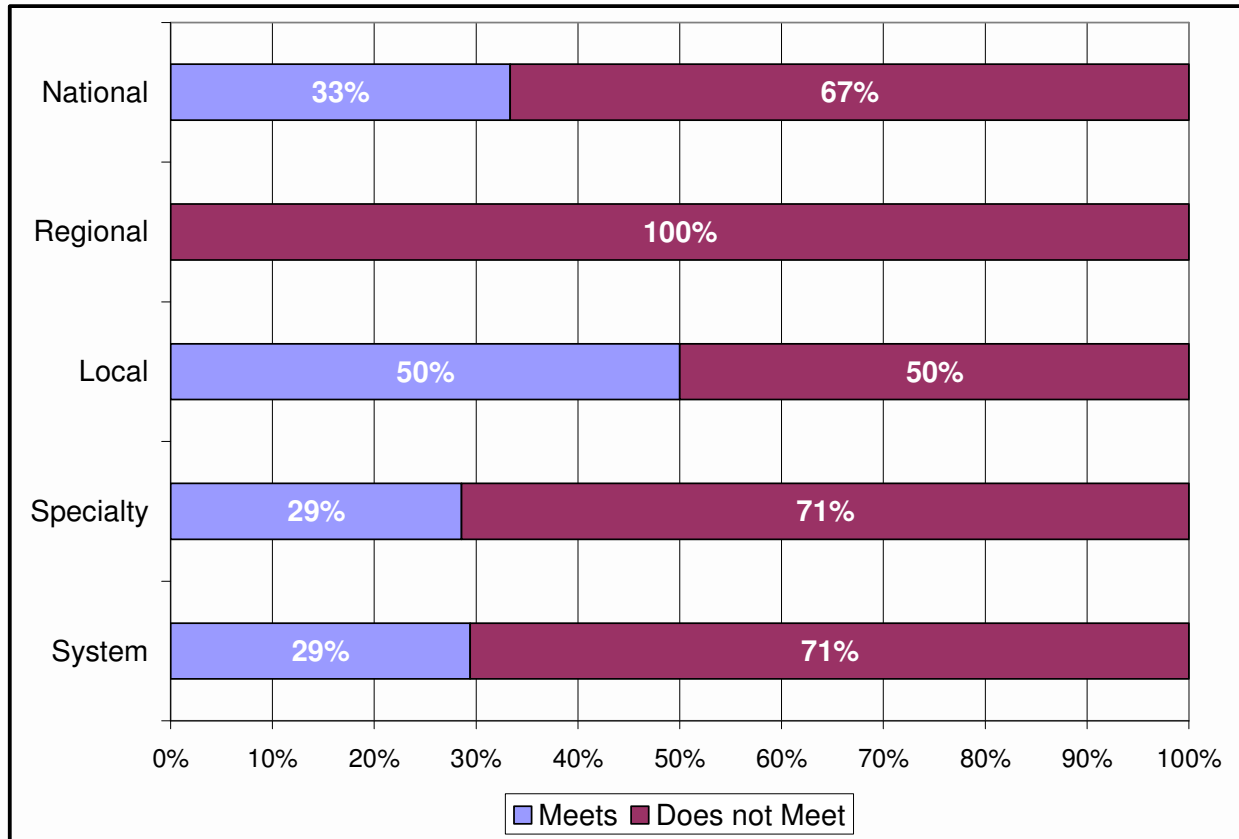


Exhibit D-16  
Performance Measure: Development  
Airports Meeting Fuel Objectives

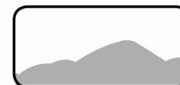
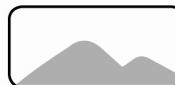


Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING FBO OBJECTIVES**

A Fixed Base Operator (FBO) is a local airport business which provides aviation services at an airport. Services provided are basic aeronautical services such as fuel sales, flying instruction, Exhibiter flights, and aircraft maintenance. For the Vermont Airport System Plan, the following objectives were established for each airport role to provide sufficient FBO services:

- National Service Airports – Full Service
- Regional Service Airports – Full Service
- Local Service Airports – Limited Service
- Specialty Service Airports – Limited Service



# Vermont Airport System and Policy Plan

Using the facility objectives, each study airport was reviewed to determine the ability of current FBO services to meet study objectives. The results are depicted in **Table D-17**.

**Table D-17**  
**Performance Measure: Development**  
**Airports Meeting FBO Objectives**

Airport Name	Associated City	Meets	Does Not Meet
<b>National Service</b>			
Burlington International	Burlington	X	
Edward F. Knapp State	Barre/Montpelier	X	
Rutland State	Rutland	X	
<b>Regional Service</b>			
Hartness State	Springfield	X	
Morrisville-Stowe State	Morrisville	X	
William H. Morse State	Bennington		X
<b>Local Service</b>			
Caledonia County State	Lyndonville	X	
Franklin County State	Highgate	X	
Middlebury State	Middlebury	X	
Newport State	Newport	X	
<b>Specialty Service</b>			
Basin Harbor	Vergennes		X
Fair Haven Municipal	Fair Haven		X
John H. Boylan State	Island Pond		X
Mount Snow	West Dover	X	
Post Mills	Post Mills		X
Shelburne	Shelburne	X	
Warren-Sugarbush	Warren	X	

Source: Wilbur Smith Associates

System wide, 71 percent of Vermont's public use airports are meeting their FBO objectives, as shown in **Exhibit D-17**. Currently, 100 percent of National and Local Service airports meet their FBO objective. Sixty-seven percent of Regional Service airports and 43 percent of Specialty Service airports meet their objective for the FBO benchmark.

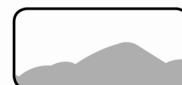
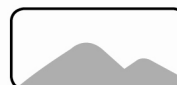
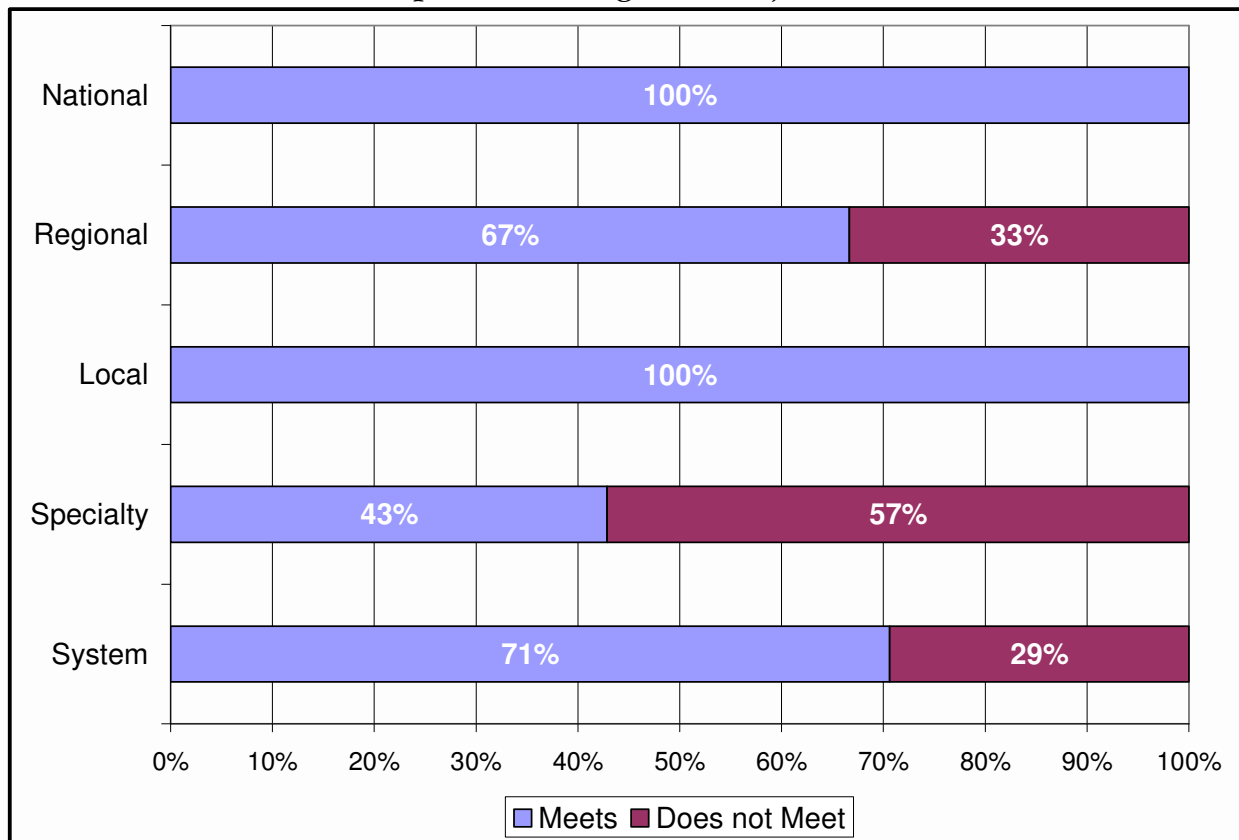


Exhibit D-17  
Performance Measure: Development  
Airports Meeting FBO Objectives



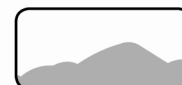
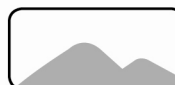
Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING AIRCRAFT MAINTENANCE OBJECTIVES**

Aircraft maintenance is an important service that airports can provide that is beneficial to all vested members of the aviation community whether on the local, regional, or national level. This service is yet another mechanism that airports use to be self-sufficient while conducting business and adding jobs to the economic base of the local community, region, and state. The type of on-airport maintenance recommended for each of the roles is:

- National Service Airports – Full Service
- Regional Service Airports – Full Service
- Local Service Airports – Limited Service
- Specialty Service Airports – Not an objective

Table D-18 shows which airports meet their maintenance objective.



**Table D-18**  
**Performance Measure: Development**  
**Airports Meeting Aircraft Maintenance Objectives**

Airport Name	Associated City	Meets	Does Not Meet	N/A*
<b>National Service</b>				
Burlington International	Burlington	X		
Edward F. Knapp State	Barre/Montpelier	X		
Rutland State	Rutland	X		
<b>Regional Service</b>				
Hartness State	Springfield	X		
Morrisville-Stowe State	Morrisville	X		
William H. Morse State	Bennington	X		
<b>Local Service</b>				
Caledonia County State	Lyndonville		X	
Franklin County State	Highgate	X		
Middlebury State	Middlebury	X		
Newport State	Newport	X		
<b>Specialty Service</b>				
Basin Harbor	Vergennes			X
Fair Haven Municipal	Fair Haven			X
John H. Boylan State	Island Pond			X
Mount Snow	West Dover			X
Post Mills	Post Mills			X
Shelburne	Shelburne			X
Warren-Sugarbush	Warren			X

Source: Wilbur Smith Associates

\*Not Applicable- no specific objective for Specialty Service airports

Providing aircraft maintenance is not recommended for all airports in Vermont, however, as shown on **Exhibit D-18**. Of the airports recommended to provide some level of maintenance service, 90 percent currently meet their objective. All National and Regional Service airports currently provide full service maintenance services (aircraft repair maintenance and/or avionics). Seventy-five percent of Local Service airports provide at least limited maintenance. It should be noted that provision of aircraft maintenance was not an objective for Specialty Service airports.

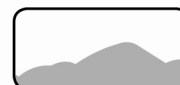
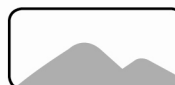
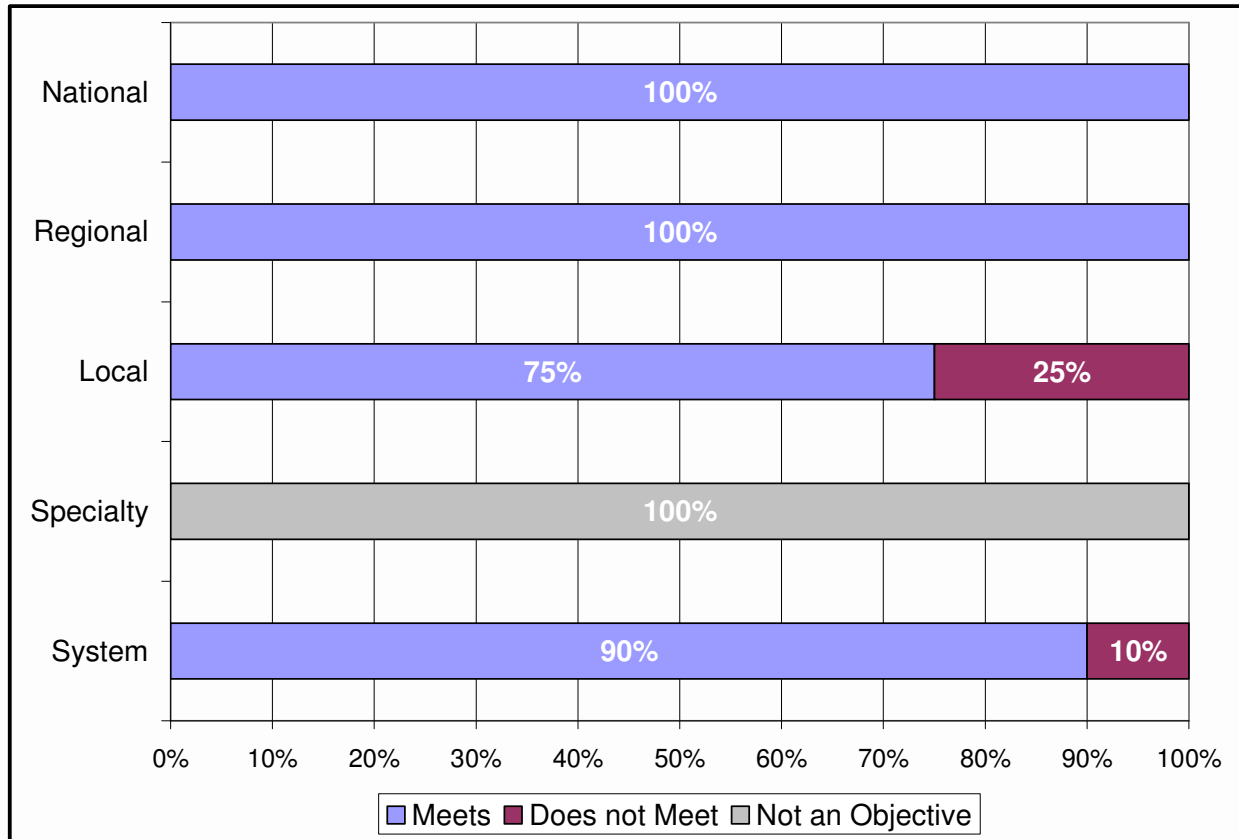


Exhibit D-18  
Performance Measure: Development  
Airports Meeting Aircraft Maintenance Objectives



Source: Wilbur Smith Associates

**BENCHMARK: PERCENT OF SYSTEM AIRPORTS MEETING MINIMUM FACILITY AND SERVICE OBJECTIVES-AIRPORTS MEETING GROUND TRANSPORTATION OBJECTIVES**

When aircraft owners fly into an airport either for business or discretionary purposes, it is often important for them to have access to transportation services. Sometimes, users need or require on-site rental car services, while at other times, off-site rental car services or a loaner car are acceptable. The type of ground transportation recommended for each of the roles is:

- National Service Airports – Rental Car Available
- Regional Service Airports – Rental Car Available
- Local Service Airports – Loaner Car Available, Rental Car Desirable
- Specialty Service Airports – Ground Transportation Desirable

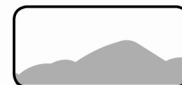
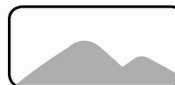


Table D-19 shows which airports meet their ground transportation objectives.

**Table D-19**  
**Performance Measure: Development**  
**Airports Meeting Ground Transportation Objectives**

Airport Name	Associated City	Meets	Does Not Meet	N/A*
<b>National Service</b>				
Burlington International	Burlington	X		
Edward F Knapp State	Barre/Montpelier	X		
Rutland State	Rutland	X		
<b>Regional Service</b>				
Hartness State	Springfield		X	
Morrisville-Stowe State	Morrisville	X		
William H. Morse State	Bennington	X		
<b>Local Service</b>				
Caledonia County State	Lyndonville		X	
Franklin County State	Highgate	X		
Middlebury State	Middlebury		X	
Newport State	Newport	X		
<b>Specialty Service</b>				
Basin Harbor	Vergennes			X
Fair Haven Municipal	Fair Haven			X
John H Boylan State	Island Pond			X
Mount Snow	West Dover			X
Post Mills	Post Mills			X
Shelburne	Shelburne			X
Warren-Sugarbush	Warren			X

Source: Wilbur Smith Associates

\*Not an objective- no specific objective for Specialty Service airports

**Exhibit D-19** shows that of the airports that are recommended to provide ground transportation services, system wide, 70 percent of all airports currently meet their objective. One-hundred percent of the airports in the National Service role provide rental car services. Sixty-seven percent of the Regional Service airports meet their ground transportation objective, with Hartness State being the only airport that does not have rental car services available. All of the airports in the Local Service role have a rental car available, but only Franklin County and Newport State provide the recommended loaner car. As a result, only fifty percent of the Local Service airports meet their objective. Ground transportation at Specialty Service airports is only desirable, but not recommended.

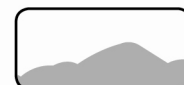
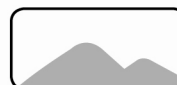
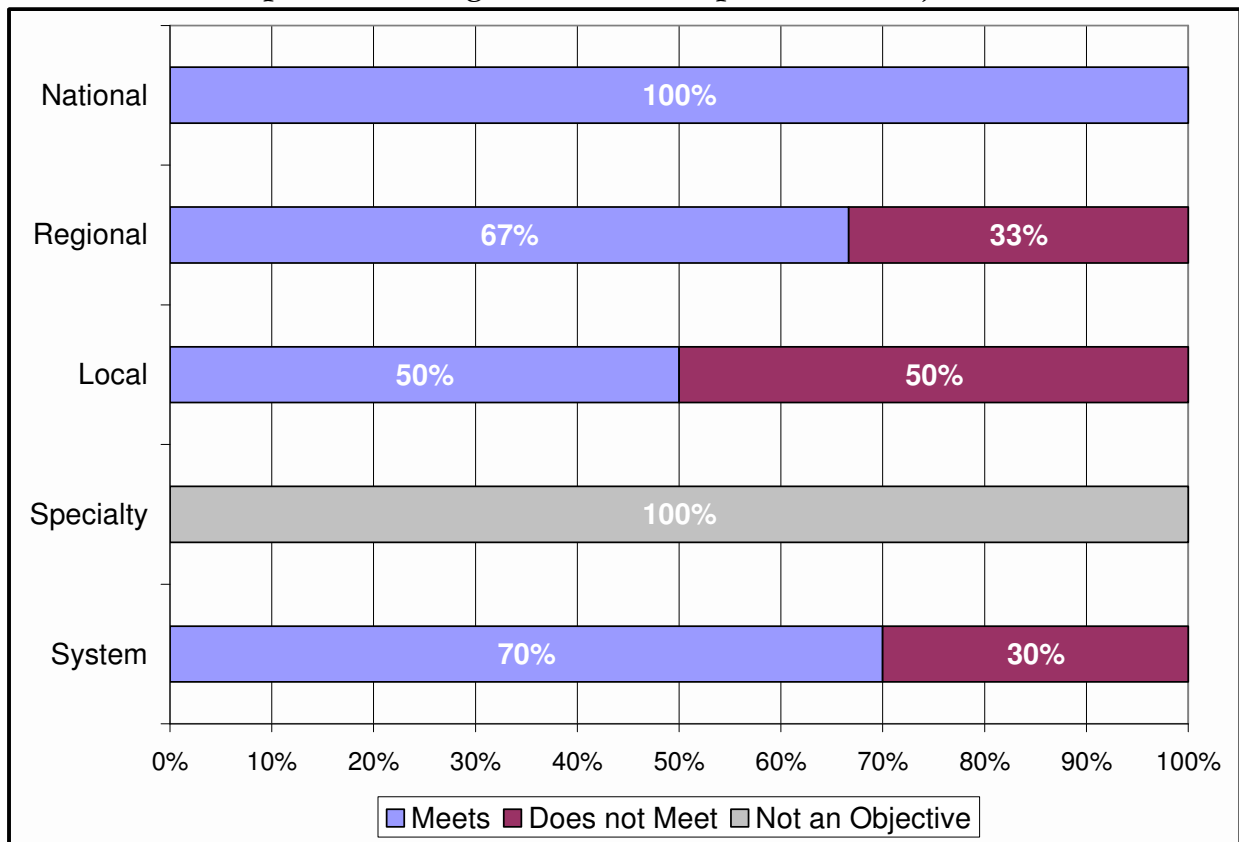




Exhibit D-19  
Performance Measure: Development  
Airports Meeting Ground Transportation Objectives



Source: Wilbur Smith Associates

